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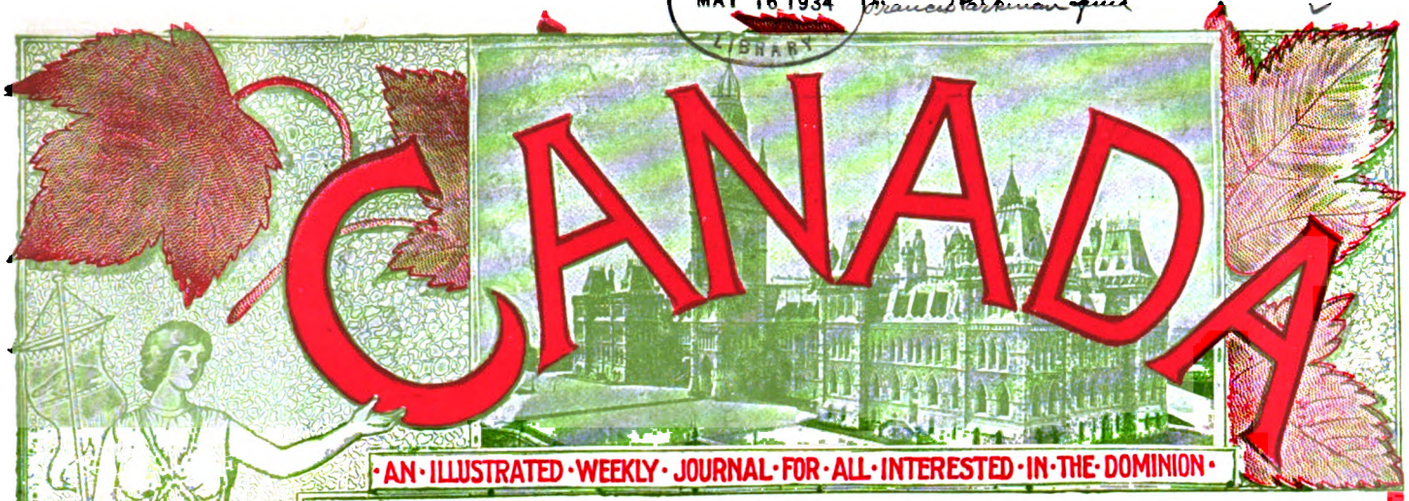
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CANADA

No. 105. SATURDAY, JANUARY 11, 1908. Vol. IX. 6D. WEEKLY.

AMONG THE NORTHERN FUR-TRADERS.

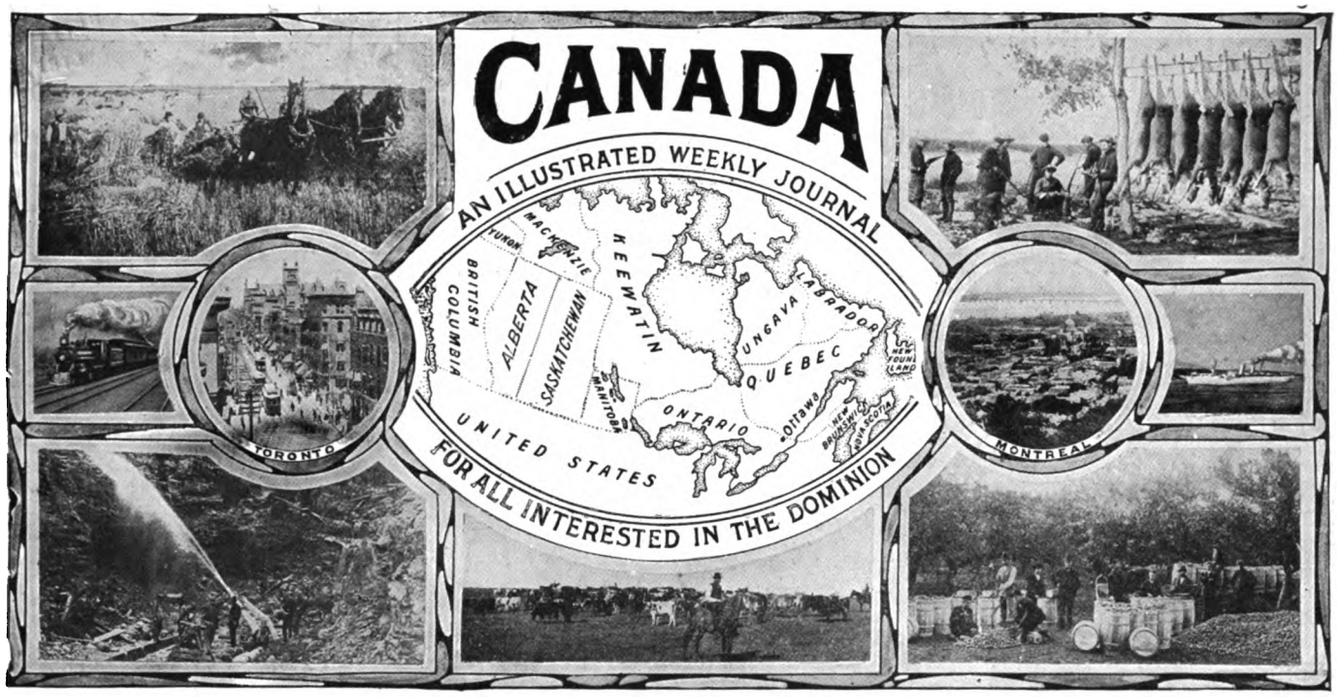


FUR-TRADERS' SCOWS BEING TOWED UP THE SASKATCHEWAN RIVER.



FEEDING THE "HUSKIES," ATHABASCA LAKE.

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CANADA'S NEW YEAR.

As a result of the economic crisis in the United States, of which the New York *Krach* was the characteristic symptom, all the industrial countries in the world—from Great Britain to Japan—are suffering from a more or less acute form of commercial depression. Perhaps Canada is feeling the effects of the all-round arrest of development less than any other country, and in the end it will probably be found that the stringency of money, which is responsible for some increase of unemployment—perhaps 25 per cent. more than in an ordinary winter—in the larger cities, has had the healthy effect of checking speculation, and limiting the credit system in the West. Meanwhile, Mr. W. S. Fielding's prophesy that Canada was about to "take a rest" has been fulfilled, and she enters on her New Year in a cautious, businesslike spirit. But it must be remembered that her great natural resources have not been affected in the slightest degree by the financial storm which, except as regards the United States, where the industrial outlook is still extremely dark and dismal, may now be regarded as overpast. Canada's half—the better half in fertility and climatic conditions—of the North American prairie region has lost nothing whatever of its wealth-producing capacity; her forests, mines, fisheries, and vast store of water-power are still as valuable as ever they were. A gloomy picture has been drawn, it is true, by a paid delegate of the Canadian Trades Unions who is now in the Mother Country, and the British advocates of a fiscal system based on Free Imports, who are always anxious to hear evil tidings of Canada, whose normal buoyancy of work and wages under a moderate tariff is a perpetual refutation of their arguments, have done their utmost to help the circulation of his wildly inaccurate statements. It is the policy of the Canadian Trades Unions—most of which have their headquarters in the United States—to create a labour oligarchy in the Dominion, and to achieve this selfish end they will do everything in their power to keep out the British working-man. Their plenipotentiary, Mr. Trotter, is paid to frighten away the British artisan who desires to better himself, and there is no denying that he is earning his pay. But the facts of the case, as set forth by disinterested observers, will in the end confute this honest worker in a dishonest cause. Mr. Trotter has asserted that 10,000 men are out of work in Toronto alone, and that soup-kitchens are as numerous as they were, shall we say, when Canada was still given over to so-called Free Trade, and was a dumping ground for the products of United States factories. As a matter of undeniable fact, the number of unemployed in Toronto, which has been carefully registered, does not exceed 800, and since the majority of these men have saved money during the last few years of high wages and continuous employment, very few indeed are dependent on charity. There is no Poor Law in Canada, and no need of its establishment at present—a significant truth which, all said and done, effectively disposes of the doleful picture drawn by British Labour leaders, harum-scarum gentry of the Shackleton type who think the St. Lawrence has stopped when their parish pump freezes up. Canada is not, and never will be, a distressful country. In the spring when the Government check on immigration is removed, and the prospects for the Western crops are seen to be good, Canada will be as ready to receive all willing workers and to provide them with good jobs as she was in 1907. In passing we must enter a protest against the outcry in Canada against assisted emigration from the Mother-country. In our opinion no hard-and-fast rule for the exclusion of these poor people should be laid down by the Dominion Government. It often happens so hard is it to make a living in a country under the antiquated fiscal policy invented by Cobden sixty years ago, that a man of good physique and high character is quite unable to save his passage money out of his scanty earnings. If he is an honest, hard-working man, in God's name why should he be excluded because somebody or some institution has lent him the money? The only just plan is to deal with each case on its merits, and we think that the decision can be safely left to Mr. Bruce-Walker and his staff of specialists in the art of sizing up a man's fitness to make a citizen of the Dominion. And we should

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be moved to give the benefit of any doubt there might be (while rejecting the obviously unfit in physique or character) to any British emigrant, thinking—as all Anglo-Canadians think—that a moderately good Briton is better stuff on the whole for nation-building within the limits of the British Empire than a person of alien tongue and alien morality from any part of Europe. Within reasonable limits it is our racial duty to prefer settlers of our own race.

In 1908 we are certain that Canada will prove capable of receiving and assimilating more emigrants than in 1907, and—to turn to another important point—we are sure that her purchasing power will, when the next twelve months have passed way, turn out to have been greater than ever. It must never be forgotten that Canada's chief exports consist of the necessities of living which her customers must buy and pay for. People cannot get on without wheat, meat, lumber, cheese, butter, and the like, and gold is always forthcoming for such necessaries. That is why Chicago, the capital of the agricultural West of the United States, has generally been able to laugh at the frenzied financiers of New York, when their speculative structure tumbled down about their ears. The grain held in Chicago was always worth its price in the world's markets, and the most cautious banker would always lend on its security. There is no security so gilt-edged as something which a man must put into his stomach by the usual route. Again, men must live in houses, and a house cannot be built without lumber—Canadian lumber. And so on. That is why we know that Canada's purchasing power will show no falling-off in the current year, and the British manufacturer should bear this fact in mind when he discusses with himself the question: How much shall I spend this year on working up my Canadian business? Let him remember that whatever his Canadian customers order can be paid for—because the British consumer must pay for the Canadian commodities which are for him the basal necessities of existence. And, for very good reasons previously mentioned in these columns, it will be profitable in the end to increase his outlay on personal representation, the collecting of detailed information, and advertisement. The most serious feature of the American economic crisis is this—the inadequacy of American workmanship and the degeneration of American manufactured products have been finally exposed. On the other hand, the reputation of British manufacturers for durability, excellence of material, and honest workmanship never stood so high in the Dominion. It will be entirely the British manufacturer's fault if his American rival's loss is not his own gain so far as the Canadian market is concerned.

——**——

NOTES OF THE WEEK.

The Third Year.

With this issue *Canada* enters on the third year of its life, and we take the opportunity of tendering our hearty thanks to the innumerable friends—and also to the very few useful enemies—on either side of the Atlantic who have helped in any way to make the publication a success. It is said that three whole years are required for the establishment of a high-class illustrated weekly, and many journalistic authorities declared that the creation of a periodical which should primarily exist to provide a link between British citizens in the Dominion of Canada and those in the United Kingdom, was not a practical proposition from a business point of view. As a link, *Canada* appears to have justified its existence. It has strengthened ties, helped commercial interests, and provided an arena for the discussion of Imperial questions. In point of fact, the interest of the British public in the various phases of Canada's spectacular development was such as to guarantee the success of a novel experiment in journalism, and at the close of the first year's working it was evident that *Canada* had come to stay, and that it was already a strong influence on the side of that practical common-sense Imperialism which aims, in Sir Wilfrid Laurier's phrase, at "putting the Empire on a business footing." No journal of the kind has ever been so widely quoted by the British Press—a fact which proves that it fills a gap and greatly extends the scope of its propaganda. In order to celebrate our third birthday, *Canada* dons a new dress, which is more attractive than the old. The vague lady with the cornucopia has finally descended from the column on which, like a modern St. Simon Stylites, she has been sitting for two years. The column itself has grown into a pine tree, at the bottom of which works a beaver, the symbol of Canadian industry.

* * *

Canada and Australia.

The new Australian tariff would mean the annihilation of trade between the the Dominion and the Commonwealth, and we are glad to learn that Mr. Deakin proposes to consider without delay the establishment of reciprocal trade-relations between the two countries. It is always an ungracious task to criticise the *Morning Post*, which gives so much space to the affairs of the "Big Four," and comments thereon in a spirit of anticipation. But when we read in a recent leader that Australia "has in reality this year assumed the lead of the movement overseas towards closer union of the Empire," and that "in the deliberate opinion of the most competent examiners the Australian Preference is worth to the commercial interests of this country even more than the very generous concessions under the Canadian Tariff," a word of protest is inevitable. As to the question of which member of the "Big Four" leads the rest, there is no need to say much; in such matters deeds are more eloquent than words, and all Mr. Deakin's oratory cannot disguise the fact that Imperial Preference is a Canadian invention, and that Mr. Chamberlain himself was Canada's pupil when he entered on his Tariff Reform campaign four years ago. As a matter of fact, nobody who has a practical acquaintance with Great Britain's export trade ventures to suggest that the Australian Preference (which is barely sufficient to obliterate the advantage of the United States in the matter of sea freights) has anything like the same value as Canada's discrimination in favour of the British manufacturer. We should like to know the names of the "competent examiners" to which our contemporary refers. This, at least, is certain, that not one of them is actually engaged either in Anglo-Canadian or Anglo-Australian trade. It is amazing that such preposterous statements, the falsity of which is known to every business man, should appear in so well-informed a journal. As long as Tariff Reform advocates are content with such inaccurate arguments the cause they support will never make the progress it deserves. But perhaps too much must not be made of journalistic blunders perpetrated in the festive season. This leader-writer's mistake was made, no doubt, in the intelligent anticipation of—a mince-pie. Let us hope it was not quite as indigestible as his fallacious facts.

* * *

Concerning Smartness.

Rudyard Kipling's characteristic address to the students of McGill University is published in the current issue of the *University Magazine* (which maintains its high literary standard), and it turns out to be a little lay sermon against "smartness," the typical American quality which finds too many imitators among the younger generation of Canadians. The great Imperialist, who never says or writes an unnecessary word, began by praising the man who refuses to believe that the world is governed by the idea of wealth for wealth's sake. "You may meet that man on your farm, in your village, in your Legislature. But be sure that, whenever or wherever you meet him, as soon as it comes to a direct issue between you, his little finger will be thicker than your loins. You will go in fear of him; he will not go in fear of you. You will find that you have no weapon in your armoury with which you can attack him, no argument with which you can appeal to him. Whatever you gain, he will gain more." That is one of the chief clauses in the Kipling creed for men of action; all great philosophers, from Plato to Emerson, have held it in some form or other. No man, who regards an idea as more valuable than a dollar, could condescend to "smartness," which is bad manners at the best and money-madness at the worst. In conclusion the McGill students were advised to convert the "smart" undergraduate by the gentle laying on of hands. "I have no message to deliver, but if I had a message to deliver to a

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University which I love, I would say with all the force at my command: Do not be smart. If I were not a Doctor of this University with a deep interest in its discipline, and if I did not hold the strongest views on that reprehensible form of amusement known as 'rushing,' I would say that whenever and wherever you find one of your dear little playmates showing signs of smartness in his work, his talk, or his play, take him tenderly by the hand, by both hands, by the back of the neck if necessary, and lovingly, playfully, but firmly, lead him to a knowledge of higher and more interesting things." Certainly Kipling knows how to talk to boys. But if his advice were taken by all good Canadians, the population of certain small Ontario towns would decrease—and that of the United States increase correspondingly.

* * *

Canadians at the Zoo.

Since Dr. Chalmers Mitchell took charge of the London Zoological Gardens a veritable revolution has been worked in the aspect of that favourite resort for holiday-makers and the students of man's humble brethren,

> Who lost the upward way
> In Memory's morning, when the world began.

The next step will be to keep the animals of a country in open spaces resembling their original environment, so that visitors may form an idea of how they looked at home. The South African eland already lives in a spacious run of yellowish-red sand and rock, which harmonises so well with his colouring that the visitor has an object-lesson in the Darwinian theory of the survival of those wild beasts only which could adapt themselves to their surroundings. Seen from a distance this magnificent creature recalls the saying of a Canadian volunteer who stayed after the war for a little hunting, and thought the first eland he saw "looked like the ghost of a red rock." An expedition has left for Australia to collect some of the weird beasts of that isolated continent, and these will eventually be exhibited in a mimic representation of the fantastic fascinating "Never Never Land." And in time, let us hope, all the captive Canadians at the Zoo — at present the collection is inadequate—will also be shown in a little landscape of forest and lake and green meadow, so that the strange invisibility of the moose, for example, when he gets among the tall timber will amaze and amuse the untravelled Londoner.

Canada and Japan.

SATISFACTORY SETTLEMENT REPORTED.

As a result of inquiry in British official circles, Reuter's Agency learns that the utmost good feeling has been displayed throughout the negotiations with Japan on the emigration question, and that there is no truth that any dissension has occurred. So far as the actual negotiations are concerned, the Foreign and Colonial Offices have remained more or less in the background, leaving the discussion of affairs with Japan to Canada, who is more closely concerned.

Full details of the proposed arrangement will not be known until the return to Ottawa of the Hon. R. Lemieux, the Canadian Commissioner, when no doubt the complete views of the Dominion Government on the proposed arrangement will be communicated to London. Until then the Imperial Government is unable to express any definite opinion on the result beyond stating that the good feeling displayed by all concerned in the negotiations is fully appreciated.

From a trustworthy Japanese source the same agency learns that the exchange of views respecting Japanese emigration to Canada which has taken place in Tokio between the Japanese Government and the Canadian Commissioner has been conducted in a spirit of sincere friendship on both sides. The Japanese Government being disposed to restrict the emigration and to meet the wishes of the Canadian Government as much as possible, there is reason to believe that the matter will finally be arranged in a satisfactory manner.

Latest advices state that the Hon. R. Lemieux has returned from his mission to Japan. He declined to make a definite statement before delivering his report ao Otttwa.

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The Canadian Mint.

COINING $30,000,000 IN GOLD.

The first coin ever minted in Canada—a fifty-cent silver piece—was struck to-day by Earl Grey, the Governor-General. His Excellency said: "As the representative of his Majesty, I have much pleasure in declaring the Canadian branch of the Royal Mint open." Countess Grey started the cutting machine, and among those present were Sir Wilfrid Laurier, the Hon. W. S. Fielding, and other members of the Cabinet. Cobalt silver and British Columbia copper are to be used.

A telegram was sent to the Deputy Master of the Royal Mint in London announcing the opening of the Canadian branch.

The first task of the Mint will be the recoining of Canadian gold to the value of $30,000,000.

Earl Grey has received the following cablegram from the King:—"I thank you for having, as my representative, opened the Canadian Branch of the Royal Mint.—(Signed) Edward R."

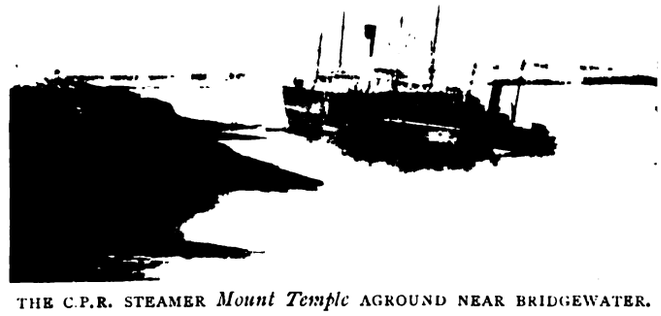




VIEWS OF THE TOWN OF BRIDGEWATER, NOVA SCOTIA.

These views illustrate the pretty town of Bridgewater, N.S., on the La Have River, near which the C.P.R. steamer *Mount Temple*, bound from Antwerp to St. John, recently went aground. Six hundred souls, the majority of them emigrants, were aboard, but, owing to the bravery and readiness of the crew, not a life was lost, and all were safely and quickly landed.

We are glad to be able to announce that the C.P.R. liner *Mount Royal*, which also left Antwerp for St. John with emigrants, and occasioned some anxiety by being overdue for some days, has returned to Queenstown, Ireland, under her own steam. It appears that the steamer had got as far west as 40deg., when, owing to the condition of the boilers, in consequence of a leakage caused by the terrific nature of the weather experienced, it was found impossible to continue the passage to St. John, and on December 24 the captain was reluctantly obliged to alter the steamer's course and make for Queenstown. Everything that was possible was done to make things comfortable for the passengers, and, being assured that the *Mount Royal* was in a perfectly seaworthy condition, they settled down to have as good a time as the weather would permit.



THE C.P.R. STEAMER *Mount Temple* AGROUND NEAR BRIDGEWATER.

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Indian Trade in the Far North.

OLD-TIME METHODS UNCHANGED.

THE romantic side of life has almost passed, even in the New World, where civilisation is but some three hundred years old. In that vast continent, with its wide spaces of prairie, primeval forests, brimming rivers, and mountain wildernesses one expects to meet—whether with reason or not—old and more picturesque methods of doing commonplace things; to see a little of the old-world, easy-going modes of locomotion; to run into that atmosphere which one was wont to breathe while reading stories of life on the ranch, the trail, or the hunt. Yet these are not. The ways of Canada, for instance, are in many cases more rapid, and give a greater facility for "hustling" than those of the Old Country. The journeys once made in a "prairie schooner," or astride a loping broncho, or preferably along the great, silent waterways in canoes, are now nothing but a monotony of lunching, dining, sleeping, and gazing at the country cinematographed through the windows of the car, ever with the ceaseless roar in the ears of iron wheels upon steel rails. The cowboy, although he retains a few shreds of romance, is a sad disappointment to the newcomer at first sight; and the Indian, once painted, blanketed, and armed to the teeth, to-day wears "store clothes" as often as not.



INDIANS AND HALF-BREEDS BRINGING FURS TO TRADE AT A HUDSON'S BAY CO.'S POST.

Happily, there is yet one phase of Canadian life which keeps its original halo of romance. Away in the backwoods of Ontario and Quebec, in the wilds of Labrador, and on the borders of the Arctic Circle—the home of the Northern Lights—still remain the forts and trading posts of the Hudson's Bay Company, many of them still palisaded and fenced as in the days when hostile bands of marauding Indians had to be reckoned with.

In the early days of the Company business was conducted on much the same lines as it is to-day at the distant trading posts. The Indian trappers were paid for their skins in kind, and an elaborate system of barter was arranged. The trapper then needed for the support and adornment of himself and his family such articles as a gun, powder and shot, a hatchet, knives, flints, a kettle, blankets, tobacco, and trinkets such as beads. These were all supplied by the Company in a ratio something like the following:—A gun—twenty beaver skins; a blanket—ten beaver skins; an axe—three beaver skins; while half a pint of powder and ten balls would fetch one beaver skin. Tobacco was supplied at the rate of a foot of "Spencer's Twist" for a beaver skin, and a bottle of rum could be obtained for two skins. The Indians also set much store upon such articles as small prints, such as were commonly sold in England to children, regarding them as talismans. For instance, a representation of a sailor kissing his wife upon his return from sea would be worn to attract the affections of the opposite sex; while the picture of an armed soldier was calculated to bring valour and strength to the possessor.

Every year about a thousand men, accompanied by large numbers of women, came to York Factory, an important Hudson's Bay Co.'s post at the mouth of Nelson River, in Hudson Bay, with furs to trade. It was their custom to assemble at Lake Winnipeg in May, where, after much feasting, birch-bark canoes were made, and the gathering started by the different waterways for the Factory. Roughly speaking, about six hundred canoes were used in these journeys. On the fort being reached a salvo from the Indians' fowling-pieces was fired by way of salute to the Governor, and the compliment was returned from two or three small cannon at the fort. The Indians entered the fort in procession, and chairs were placed in the trading-room for the leaders. Pipes were handed round, and the chief, having smoked his pipe, would begin to tell how many canoes he had brought, and what tribes he had seen. He also indulged in compliments to his hosts, asking after their health, and declaring his pleasure at seeing them. The Governor, in reply would bid the party welcome, assuring them of his goodwill towards them, and of the excellence of the goods he had to trade.

An extraordinary custom was the presentation of a suit of gaudy clothes to the chief. This usually consisted, says Mr. Beckles Willson in his history of "The Great Company" of a red or blue cloth coat, faced with white in the military fashion, and a waistcoat and breeches of baize, the whole ornamented with orris lace. The remainder of the presentation wardrobe included a cotton shirt, stockings of yarn—one red and one blue—gartered below the knee with worsted, felt hat—bedecked with three ostrich feathers of various colours and a worsted sash—and a small silk handkerchief for the neck. The second in command was also given an unlined coat, with a shirt and cap as worn by the sailors of the period. Other presents were a keg of brandy, pipes and tobacco, and prunes and bread for the chief and his family. No trading was done until the Indians had finished the liquor, which generally brought about a debauch and orgy, usually ending in one or two deaths among the braves.

Subsequently the braves would return to the Factory, bringing with them a calumet of peace, decorated with bead work, bear's



VALUABLE FURS AT A H.B. POST.

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claws, eagle's talons, and feathers. The factor first took the pipe, and rose from his seat. Holding the pipe in both hands he would point the stem to the east or sunrise, then to the zenith and to the west, and then perpendicularly to the radii. This was taken to represent that while the sun should rise and set, thus making day and night, peace, firm friendship and brotherly love would be established between the English and the Indians. The factor then took three or four whiffs from the pipe and presented it to the chief, and it was passed round the whole assembly, the women excepted. When the tobacco was finished the factor again took the pipe and twirled it thrice round his head, which motion was intended to imply that all persons of the two nations should be comprised in the friendship and brotherhood renewed by the ceremony. The pipe being then laid on the table with great deliberation, every brave pronounced the syllable "Ho!" The chief then harangued the Governor, urging that they should be given good guns and good measure of tobacco, cloth and powder. The trading was then commenced, continuing for many weeks until all the fur had been bought and paid for.



IN THE FUR COUNTRY: A BEAVER "LODGE."

The life of the factors at the northern ports of the Company is to-day essentially the same as in the past. The stores which the Company has organised in the cities and towns are, of course, conducted in the ordinary way of such business establishments, and though the keepers will always take any furs that may be brought to them by homesteaders or trappers, no importance is attached to that side of the business. In the distant posts, however, no cash is used, and the system of barter still reigns. Here the half-breed and Indian come to draw their supplies of bacon, beans, tea, and clothing for the winter: here they return in the spring and early summer with the peltry that they have taken by snare and rifle during the months when the snow lies deeply on the earth. On their arrival, although there is not the same lengthy ceremonies and generous presentations as was the custom, there is still the usual amount of bidding on both sides, so that the factor—although usually a hard-headed Scot, with the Scottish ability to get the better of a bargain—has sometimes hard work to do the best for the Company. Though the location of the trading posts have been removed and extended, the principle of trading remains the same. The factors' lives are identical with those of their forerunners, and theirs is perhaps the only calling which has remained unchanged for a couple of centuries. Still they may gaze from their lonely posts, situated on the highest ground near great waterways, upon deep woods practically untouched by the hand of man: upon snow-capped mountains whose only change is that of the hues lent by the sun's bright rays; and upon the wide spaces of the earth unscarred by plough or spade, except for the acre or so which grows the vegetables for the daily supply of the fort. They still make their journeys over unsettled lands in primitive fashion, sometimes by dog-train, again by horseback or wagon, and they still know to the fullest extent the joy to be gained in spending a whole lifetime among primeval nature.

Winnipeg's First Settlement.

ROMANTIC HISTORY OF FORT ROUGE.

Young as Manitoba is, its first settlement, like that of the great centres of government, trade, and commerce in the world's history, is wrapped in obscurity. Tradition tells that in the long ago, before the white man came to trade throughout and subsequently occupy the fertile valleys of the great rivers on the eastern prairies of Prince Rupert's Land, the confluence of the Red and Assiniboine rivers was a point of meeting, a gathering place of the red man at certain times for expeditions of war or peace, a centre of tribal-treaty or of feast-making.

The first white man who had looked upon the site of the city of Winnipeg was a native-born Canadian, Pierre Gaultier de Varennes, afterwards Sieur de la Verandrye, who, with five of his men, paddled for two days in their canoes from the mouth of the Red River, and on September 24, 1738, made their camp at the point where the Assiniboine River enters the Red, and which for years became known in the geographical descriptions of the West in the earliest days as The Forks.

"M. de la Marque told me," writes Verandrye shortly afterwards, in October of the same year, at Fort de la Reine, near the site of the present town of Portage la Prairie, where his small expeditionary force had gone by way of the Assiniboine River, "he had brought M. de Lonniere to The Forks with two canoes to build a fort there for the accommodation of the people of Red River. I approved of it if the Indians were notified." Thus was built Fort Rouge on the south bank of the Assiniboine, the first tangible beginning of the Western metropolis of the Dominion of Canada, in what is now its most populous and wealthiest suburb.

With the intrepid and unselfish spirit of the explorer, Verandrye (says a writer in the *Winnipeg Telegram*), troubled with private business embarrassments and unsupported by the governments of France or Quebec, continued for several years with his sons the exploration of the great North-West from the valley of the Red River of the north. Lake Manitoba was discovered and the Great Saskatchewan River and the Rocky Moutains in 1743, seen for the first time by white men. Fort Dauphin was established on the west side of Lake Manitoba, and at the expanse of the Saskatchewan, known as Cedar Lake, Fort Bourbon was built. In the south-westerly expedition the Missouri River was discovered. Pressed by debt, persecuted by those jealous of his deeds, and maligned at Quebec and in the Court of France, Verandrye, the first to explore, and, to some extent at least, realise the greatness of what is now Western Canada, received belated and meagre recognition of his great work shortly before his death, on December 6, 1741, by the gift of the Cross of the Order of St. Louis and by promotion to a captaincy of Colonial troops.

After the battle of the Plains of Abraham and the fall of Quebec in 1759, and the cession of Canada to Great Britain, French explorations practically ceased in the North-West. . . . With the ordinance of British power in Canada came shrewd, enterprising, and adventurous merchants and traders to Quebec and Montreal, made up of members of Highland Scotch Jacobite families, proscribed for participation in the Scottish Rebellion of 1745, from the New England colonies, and afterwards, from 1778 to 1783, of Loyalists from the newly-constituted United States of America drawn principally from those of Scottish birth or descent. The admixture of daring, adventure, enterprise, and profit in the fur trade appealed particularly to this large class that made up the leading spirts of the dominant party in the newly acquired colony of Great Britain, and through them the waning trade of the Far West was revived.

The Future of Canada.

SPEECH BY VISCOUNT MIDLETON.

Viscount Midleton, who is at present the guest of Earl Grey in Ottawa, recently addressed the Canadian Club of that city. By way of beginning he urged the claims of an Imperialism under which local issues were subordinated to the common weal of all the races united under the British flag. After speaking of Britain's debt to India, he said that when people talked of the "Asiatic Peril" they should recollect that nearly one-third of the population of the world had been attached to the Empire by the efforts of our Indian administrators; and they should, therefore, deal gently with British statesmen over difficulties arising from the Asiatic races. In conclusion he referred to the assistance given by Canada during the South African war. "Fifteen months ago," said his lordship, "when I was in South Africa and saw where the Canadians stormed the laager at Paardeberg, I had a right to feel more than most that the chapter of 'Little Englanders' had closed, and that the chapter of Imperial co-operation had begun. I believe there will arise closer relations between Canada and the Mother Country beyond the valued appeal to the Privy Council on matters of law and the occasional raising of a Canadian to the House of Lords. If we live we shall probably see some way in which representatives from the whole Empire will be joined together on questions of great policy, with London as the diplomatic centre. I can imagine no higher aim than to take part in the administration of this great heritage, and when the opportunity offers every friend of Canada will wish her to have a hand on the tiller."

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO.

Ottawa.—The villages of Hintonburg, Rideauville, Ottawa South, and Ottawa East, adjoining the city, have been formally annexed to Ottawa. The combined assessment is over $1,000,000, and the population about 8,000.

——Mr. J. Stewart McClenaghan has resigned his position as a member of the Ottawa Board of Licence Commissioners, of which for three years he has been chairman.

Toronto.—Mr. Justice Burbidge, sitting in the Exchequer Court, has decided, in the case between the Dominion Government and the Ontario Government regarding the Indian treaty in the disputed territory north of Lake Superior that the Dominion is not liable for the payment of an annuity of $5 per head to all the Indians residing within the treaty lands, but is only bound to pay the annuity to the Indians living in Keewatin. Some 30,000 square miles of territory covered by the treaty are within the limits of the Province of Ontario, and for this area the province is declared responsible for payment of annuities. Furthermore, the province is also declared responsible under the treaty for its proportion of the annual payment of $1,500 to the Indians for ammunition and twine. Since 1873 the Dominion has been paying this $1,500 annually, and has also been paying the whole of the amount required for annuities of $5 per head. The effect of the judgment is to compel Ontario in future to pay its proportion of the $1,500 annual payment and also its share of annuities, amounting altogether to between $10,000 and $12,000 per year. In addition, the Dominion can now claim the refund of payments made since 1873, totalling, with interest, about $388,000. The Province and Dominion will each pay their own costs of the appeal.

——Increases of salary for the staff at the University of Toronto have been definitely decided upon. The Board of Governors adopted unanimously the new scale of salaries for the permanent staff of the University. The maximum to which a professor's salary will rise automatically was fixed at $3,600, with the power of the Board of Governors to increase it to $4,000. An age limit of professional service was fixed at sixty years, with the right reserved to extend that limit from year to year at the option of the board.

——A new organisation, whose object is to promote the restoration of the Old Fort, was formed at a meeting held at the Canadian Institute recently

——In connection with the reorganisation of the staff of the Toronto General Hospital, the Board of Trustees has adopted the report of the committee charged with making the selection of the heads of the surgical and medical services. The most important recommendation was that the Senior Professor in Medicine and the Senior Professor in Surgery in the University of Toronto should be ex-officio members of the active staff of the hospital.

——The annual report of the Exhibition Association shows that the profits of last year's exhibition amounted to $40,626. By retaining about $7,000 for any accounts that must yet be paid, a surplus of $33,000 will be handed over to the city. Last year's surplus was $28,000.

Kingston.—The Medical Faculty of Queen's University has adopted the five-year course for the degree of Doctor of Medicine to apply to students entering upon their medical studies in September, 1908, and thereafter.

Port Arthur.—The recent navigation season was one of the busiest in the history of the port. For years this port has been forging ahead, and shipments of freight bound east and west have increased. The grain business here has been a rush all season, the elevators shipping out millions of bushels. In the freight business the Canadian Northern Railway surpassed all expectations. The greatest growth of business was in coal handling, scores of American liners coming with cargoes of fuel for the north-west. Over 500,000 tons of coal was handled. This is a new industry for Port Arthur, and has resulted in placing the city in the front as one of the leading shipping ports on the great lakes.

Fort William.—Messrs. Barnett and McQueen, the well-known elevator constructors, have secured the contract from the Canadian Pacific Railway for the rebuilding of elevator D here. Work on the excavation will be started at once. It is understood that the contract runs in the neighbourhood of $600,000, and will mean work for a large number of men all the winter.

Hamilton.—The Hon. Adam Beck, speaking at the Canadian Club's luncheon here, said that it was a mistake to think that only Toronto, Hamilton, and other places close to Niagara Falls were going to benefit by the Hydro-Electric Power Commission's project. It was far more wide-reaching than was supposed. The water power of Ontario amounted to seven million horse-power, and about half of that was now within direct reach. When it was developed it would be equal to 56,000,000 tons of coal, and would mean a big saving to the users of power, large and small.

——The City Council's Finance Committee has decided to petition the Legislature to have the Act changed so that Hamilton may have a Board of Control.

St. Thomas.—The County Council of Elgin has granted a petition that a by-law be passed that Rodney and West Lorne be both incorporated as villages. Rodney has 822 inhabitants, West Lorne 819.

Port Perry.—This town is to have a clothing industry employing 150 hands.

QUEBEC.

Quebec.—The Hon. A. L. Taschereau, the Minister of Public Works and Labour for the Province, has been entertained at dinner by the Quebec Liberal Club in celebration of his return to the Legislature.

Montreal.—The city's share of the gross earnings of the gas supplied in Montreal by the Montreal Light, Heat, and Power Company for the six months ending October 31, amounts to the sum of $14,370. The gross earnings amounted to $479,025. It was in 1905 that the city drew its first revenue from this source, and in that year the return for the six months ending in October was $12,102; in April, 1906, it was $15,654; in October, 1906, it was $13,048; in April, 1907, it was $16,036; and for October of the present year it was $14,370, all of which makes a total of $71,243.

——The City Council has passed its annual Budget, voting $5,086,721 to meet the cost of civic administration during the year 1908. The estimated expenditure for next year, based on the rolls of 1907, is as follows:—Assessment, $2,891,502; water rates, $862,347; business tax, $442,129; other revenues to November 30, $928,336; revenue estimated for December $62,407; total, $5,186,721. This total shows a net increase of $379,450 over the revenue of the current year. Recently the City Council decided to fix the water tax at 5 instead of 7½ per cent. on the assessed rentals. This will result in a reduction of $200,000 in the receipts from water tax, but in order that the loss may not be too severely felt, the Finance Committee decided to spread it over two years. Therefore $100,000 only has to be deducted from the above stated total, and this leaves a net estimated revenue of $5,086,721 to meet next year's expenditure. The salaries of many of the city's officials have been raised.

St. Anne de Bellevue.—The new Town Hall, recently erected here, has been opened.

St. Lambert.—The Waterman Pen Company will establish a factory here. A by-law has been passed giving them freedom of taxation for twenty years.

Ste. Martine.—The election to fill the seat in the Provincial Legislature for Chateauguay, vacated by the appointment of Mr. Dupuis to the Recordership of Montreal, has resulted in the return of Mr. Honoré Mercier, the son of the late Premier of the Province, and the Government candidate.

NOVA SCOTIA.

Halifax.—The Hon. G. H. Murray, the Premier, with other members of the Government and the Council of the Halifax Board of Trade, have had a conference with Sir Thomas Troubridge and Mr. C. N. Armstrong, who are visiting Canada with the object of having recognised the advantages of Blacksod Bay as a port for the All-Red Route. Sir Thomas said the British Government had estimated the cost in subsidy of the All-Red Route at more than £1,000,000 annually. The people he represented were ready to guarantee to put on the transatlantic line to Australia and New Zealand for £775,000. Of that amount £325,000 would be for the Atlantic and £450,000 for the Pacific. Great Britain would give £300,000, New Zealand and Australia £175,000, and Canada's share would be £300,000. At the conclusion of Sir Thomas's speech he was thanked, on the proposal of the Premier.

Port Morien.—Mr. E. T. MacDonald, of this place, has been appointed a Justice of the Peace in and for the county of Cape Breton.

Bridgeport.—The company have begun the work of banking coal here. It is expected that about 1,000,000 tons will be banked this winter, which will assure steady work for the men at the colliery throughout the season. The colliery output now averages about 1,000 tons per day.

NEW BRUNSWICK.

Fredericton.—The Hon. C. Robinson, the Premier, has announced that the Hon. James Barnes, a member of the Provincial Government, will retire to engage in immigration work on behalf of the Province.

PRINCE EDWARD ISLAND.

Charlottetown.—The commercial travellers of the Dominion have sent a resolution to the Government asking that the increased subsidy granted to the Province of Prince Edward Island should be withheld until the tax now levied on commercial travellers visiting the island is withdrawn. All the other provinces have now withdrawn this levy.

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MANITOBA.

Winnipeg.—The Mayor has announced that Treasury notes, covering the $1,177,000 of city debentures have been disposed of in London. The debentures are due immediately, and will thus be provided for. The price has not been stated.

——The important announcement was made at the opening of the Provincial Legislature on January 3, that the Manitoba Government has completed an arrangement by which the Province becomes the owner of the property and lines of the Bell Telephone Company in Manitoba. The Province emphatically declared in favour of a Government-owned system of telephone lines, but instead of building in opposition to the existing company has concluded an agreement which is regarded as fair to both sides. The company asked £800,000 for its property, but has accepted £666,000, the amount of the valuation made by the Provincial telephone expert. The transfer to Government control will take place on January 15. Payment is to be made in forty years by means of 4 per cent. Government bonds payable at par. The system will be managed by a Commission.

——The latest well completed by the city is expected to increase the domestic water supply by 3,000,000 or 4,000,000 gallons daily. This means that Winnipeg's water supply has been doubled.

Russell.—A corporation, known as the Russell Milling Company, Ltd., with a capital of $50,000, is being formed, with the object of operating a flour mill of at least 300 barrels capacity daily.

Carberry.—This town has a cash liability of $9,150. Its total liabilities are $22,605, and its debentures unsold and accounts owing $13,450.

Dauphin.—The municipality paid a bounty on 570 wolves last year, making a total outlay of $1,170 for that purpose.

BRITISH COLUMBIA.

Victoria.—An Order-in-Council was passed by the Provincial Executive reserving all unstaked lands for the Government. Hereafter a title will be granted to timber seekers. It is estimated that 600,000 acres have been staked, and the order of the Government will prevent any further traffic in timber limits. In reserving the lands the Government feels the time is ripe to stop the speculating that has been going on during the last few years.

Vancouver.—A permit has been issued for the building of the court-house at a cost of $500,000, of stone and concrete.

——Although the complete returns for the year are not yet available, the Customs receipts for 1907 promise to eclipse all former totals. Up to the end of November the receipts totalled $1,272,750, against $798,096 for the corresponding period in 1906. The increase for the year over last year will be about $500,000, which indicates the growth of the shipping of this port in the present time of sound prosperity.

——The civic authorities have been advised that the plan for the improvements at the head of False Creek, recently adopted by the City Council, has been approved by the Lieutenant-Governor in Council. This gives the city power to proceed any time within a year with the expropriation of the private property on the north shore of the basin, which must be acquired for the fulfilment of the scheme.

Nelson.—The electric lighting service is being extended.

Kamloops.—The population of the town is now 2,500, an increase from 1,900 in six years.

SASKATCHEWAN.

Regina.—The Board of Trade has taken up the question of discriminatory freight rates, and the Railway Commission is to be memorialised with a statement of the discriminatory rates not only against Regina but against Moose Jaw and other western points.

——Owing to the failure of financial interests to take advantage of the option on the $555,000 of the city 4½ per cent. debentures at 90 cents on the dollar, the Finance Committee has recommended and the council has agreed that the debentures go before the people again with a request that the yearly payment plan be done away with and the sinking fund payment plan substituted. The sum is required to provide $100,000 for a municipal hospital, $255,000 for pavements, $50,000 for sidewalks, $60,000 for sewerage, $30,000 for waterworks, and $60,000 for electric light.

——The decision of the judges regarding the designs for the new Provincial Legislative Buildings here is to the effect that the plans of Messrs. E. and W. S. Maxwell, of Montreal, have been chosen. The plans call for a building to cost a million and a quarter, exclusive of furnishings. The buildings are planned with a view to providing for the increase of the province which may be looked for within the next few years, provision being made for a greatly increased legislature and the extension of the various public departments which will be housed in the buildings. It is anticipated that the work on the excavation for the buildings will commence early in the spring.

Saskatoon.—The Sawyer-Massey Co. is to erect an office and warehouse here at a cost of $30,000.

——The Wilson-Leslie Co., Ltd., has been incorporated to erect a 200-barrel flour mill and string of elevators east and west of the city. The capital is $500,000. The mill will be ready by the fall and the elevators next spring.

Qu'Appelle.—The municipal electric light plant is now in use, and gives great satisfaction.

——The new Roman Catholic Church, which has been built here at a cost of $15,000, has been consecrated by Archbishop Langevin.

Prince Albert.—A definite proposition has been submitted by an American match firm to establish a $100,000 factory here. Two foundry firms are negotiating for a place here.

Sheho.—A sub-agency for Dominion lands has been established here.

ALBERTA.

Edmonton.—Mr. J. A. McDougall has been returned as Mayor for the current year with a majority of 780.

——The Edmonton district Liberal Association has just been organised. The officers are: Honorary presidents—Sir Wilfrid Laurier and the Hon. Frank Oliver; honorary vice-presidents—the Hon. A. C. Rutherford and the Hon. C. W. Cross.

——The new marble altar at St. Joachim's Church has been blessed by Bishop Legal. It was brought direct from France at a cost of $2,400.

——A letter has been read at a City Council meeting from the Hon. Frank Oliver, Minister of the Interior, with regard to the Council's expectations of obtaining a grant of $175,000 from the Dominion Government to assist in the building of the high-level bridge between Edmonton and Strathcona. In the communication Mr. Oliver says:—"In view of the fact that the Dominion Government was divested of all responsibility in regard to traffic accommodation in Alberta, when the Provincial Constitution and subsidies were granted, I am afraid that it will not be possible to secure an appropriation for the purpose in question. I need not assure you of my fullest sympathy with the object in view, or that every effort I can make will be made to attain it."

——The following candidates have already been selected for the general election —Calgary—Liberal, Dr. Stewart. Edmonton—Liberal, The Hon. Frank Oliver Macleod—Liberal, Mr. A. B. MacDonald; Conservative, Mr. John Herron. Medicine Hat—Liberal, Mr. C. A. Simmons; Conservative, Mr. C. A. Magrath. Red Deer —Liberal, Dr. Clark; Conservative, Mr. G. F. Root. Strathcona—Liberal, Dr. McIntyre; Conservative, Mr. E. W. Day. Victoria—Liberal, Mr. W. H. White; Conservative, Mr. F. A. Morrison.

Calgary.—The second annual convention of the Provincial Association of school trustees will be held in Calgary on Jan 22 and 23.

——Evidence of Calgary's growth is furnished by the comparative report of the superintendent of education, Dr. Scott, for the months of November from 1904 to 1907. This report shows that the attendance in 1904 was 900; in 1907 it is 1,822. This year's attendance is over 400 in excess of last year; last year's was nearly 400 in excess of 1905.

Red Deer.—Mr. H. H. Goetz has been re-elected Mayor by acclamation.

Strathcona.—This year's Mayor is Mr. N. D. Mills, who was re-elected.

——The new Knox Presbyterian Church, which has cost $25,000, has been dedicated.

Medicine Hat.—Of three by-laws submitted to the ratepayers, two calling for the issue of bonds for $6,500 for the construction of a spur line for manufacturing sites, and for $40,000 for construction of granolithic pavements were carried. The other, granting exemption from taxation to the Medicine Hat Milling Company, was defeated.

Obituary.

The following deaths are recorded:—

Mr. A. N. Christopher, Town Treasurer of Ingersoll, Ont.

Mr. J. H. Starling, an Alderman of Belleville.

Mr. William Hall, ex-Mayor of Springhill, N.S., and closely identified with the business of that place.

Miss Meredith, of London, Ontario, the sister of Mr. Vincent Meredith, Assistant General Manager of the Bank of Montreal.

Mr. George Beatty, the second settler in the Red Deer district. He served under Lord Wolseley in suppressing the Riel rebellion.

Judge Champagne, of the Superior Court of Quebec. For a number of years he represented the County of Two Mountains in the Provincial Legislature.

The Rev. Charles E. Gordonsmith, F.S.Sc., of Demorestville, Ont., one of the best known of the Presbyterian ministers of Ontario and Quebec. He had been a Minister of the Gospel for forty years.

Mrs. Robert McKeown, of Orangeville, the mother of Mr. C. R. McKeown, Mayor of Orangeville, and present member for Dufferin in the Ontario Legislature.

Mrs. Anne Turver, a second cousin of Whittier, the American poet, aged seventy-seven years. Her maiden name was Whittier, and she came of the old United Empire Loyalist stock. She was a native of Ponceton, Prince Edward county.

Mr. G. B. Thurber, of Upton Station, Quebec, at the advanced age of ninety-one years. He was a life-long Conservative of the old school, and from the first was a great friend and supporter of the late Sir John Macdonald. The late William Lloyd Garrison, the celebrated slavery abolitionist, so well-known to students of American history, was a cousin of Mr. Thurber.

Mr. Norbert Nolin, of St. Boniface, one of the "old timers" of Manitoba. He was eighty-four years of age, and his parents were Augustis Nolin and Anne Cameron, the daughter of the chief factor of the Hudson's Bay company at Fort Garry. Mr. Nolin was for many years a missionary to the Ojibway Indians on the reserves, his knowledge of their language helping him greatly in his labours.

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THE MAKING OF A COUNTRY*

So they went forth,
Not knowing whither they went.

Miss Basnett's novel, which has now reached a second edition, is by far the best picture we have ever seen of life in a "new country," a land in the making on the frontiers of modern civilisation. The scene is laid in one of the Western States; but if a few non-essential descriptions were cut out or changed, the drama itself might have been enacted—has been enacted, to our knowledge, a thousand times—in that portion of Canada which lies on the more optimistic side of the Great Lakes. It has been Miss Basnett's object to tell the truth, the whole truth, and nothing but the truth, about the social life of the West, which, as we have been told, is not so much a country as a state of the mind, and, as such, is a Heaven to those who like it, a Hell to those who like it not. Her characters are neither the lay-figures of the countless Western stories, written for sale to magazine-editors, which are based on the Bret Harte convention, nor the emotional hunters, trappers, gold-seekers, and so forth, who, with womenfolk capable of any sacrifice save that of their amazing dialect, infest the manly-adventurous novel of the latest Canadian type. They are the real common-place breathing types of humanity familiar to all who have ever lived in the West long enough to understand the inner workings of Western society, not long enough to lose the sense of a wider social perspective. Miss Basnett shows them going about the long day's work, that endless task of conquering the wilderness which is carried on indoors by the women as well as by the men in the open air, and does not allow either the big bow-wow sentimentalism of a Gilbert Parker or the treacle-like sentimentality of a Ralph Connor to blind her readers to the solid, stolid facts of the campaign against the forces of Nature, the everlasting enemy of civilised man. She knows—as Rudyard Kipling knows—that the common-place is, after all, the husk of true romance, and that the novelist's function is to look for the truth and leave beauty to find itself. Except that "Old Chum"—an admirable type of the strong man with a weakness, so common in new countries—is killed in a railway accident instead of seeking and finding his fortune across the boundary-line, the book ends happily enough. So small a sacrifice to the conventions of modern literature will be readily forgiven by the most thorough-going realist.

Peter Ingraham had been farming in Western America for eight years, when he recrossed the Atlantic in a second-class vessel in order to revisit "home"—a small town in an Eastern country—and find a wife who would relieve him from the miseries of "baching," which is bad both for the body and for the soul. He was fortunate enough to marry Phœbe Leeth, an old playmate, who had grown into an attractive and capable woman with no gift for idleness. "He wanted a wife," remarks Miss Basnett, "as farmers in all countries do; she was in need of a mission, as many English spinsters are." Phœbe's relations, having not the slightest notion of the conditions of life in a new country approved of the match; "The Colonies is just *the* place for Phœbe," they said in cheerful concord, cheerily ignoring the fact that the American West is not a colonial appendage of the British Crown. Phœbe's disillusion, and the high courage with which she bore it all, are admirably described. To begin with, there was the shock of seeing her husband's untidy, comfortless shack, which no English labourer, much less an English farmer, would have been content to live in. And there was the churlish reception of Peter's hired man, Silas Wilcox who—in order to assert the equality of all men and all women in a democratic country—assumed his worst manners, and, by way of differentiating himself from an English groom, would not help with the lady's baggage, and generally behaved in a way which, had he been an English groom, would have ensured his instant dismissal. Peter had a feeling that he had tranned her dishonestly. So he had in a sense—for very few decent English-born Westerners would have brought a wife of this kind to such quarters as Miss Basnett so vividly describes. Still worse things have been; the English wastrel has more than once, to our knowledge, decoyed an English girl of gentle birth to a sod-roofed, mud-chinked hovel, where not even Phœbe's innate genius for home-making could have achieved anything. But it would be unfair to blame Peter and his like for their failure to confess the full discomfort of the lonely life of a Western farmer who is neither successful nor unsuccessful, but just contrives to rub along from year to year. Confession is impossible, since English people, who have never seen a land in the making, cannot conceive that the gentleman farmer, with his pleasant house and duties of dignified supervision, is a sheer impossibility until the wilderness has been conquered for centuries. They cannot understand; they would not, if they could. Phœbe, with her courage and fine power of make-believe—she was both diligent and imaginative, but diligent first of all—soon contrived to make Peter a home, which was cleaner than Peter's self. But, since every smallest touch of luxurious seeming must be paid for in terms of manual labour by such a man's wife, the first fond braveries could not be kept up. The silver gleaming on the table disappeared presently—for it is not possible to clean silver after every meal, when you have to bake your daily bread, cook, wash, mend, and do the hundred-and-one ever-recurring tasks which, in the Mother Country, are relegated to a staff of servants. To say nothing of milking, tending poultry, gardening, and other out-of-door jobs, which, by the usage of a new country, are left to the women. The reader rejoices to find that Phœbe did "kick" when it came to washing the dirty shirts of dirty Silas Wilcox, one of the Western characters who act on the maxim: "There's nothing holding you." The result of all this everlasting hard work was evident enough to "Old Chum" (Cholmeley Adams) when he came back after an absence of several months to get a glimpse of his friend's charming wife:—

> Adams stood watching her from outside, verifying the reports that had reached him. She had aged by years in these months. Her clothing was no longer fresh and dainty, nor was it the freshness and novelty of her behaviour that attracted the man in spite of himself; as it had done on that first spring morning. She moved about her work with a patient assurance. The expression on her face was solemn and resolved. But all her brightness and gaiety, her fleetness of foot and her satisfied smile had vanished. The old Phœbe, from whom radiated cool gleams of English sunshine, was gone. Pete had brought out a beautiful toy from the Old Country, and he had used it and broken it. And the man who had travelled back over many weary miles to see the old Phœbe and talk with her once more, turned away from her door with a groan.

But Phœbe had not then assumed the full burden of the woman's toil and moil in the half-won wilderness. The children were yet to come; they came "between chores" in a manner of speaking. Talk of "the white man's burden"—what is it to the white woman's in a new country?

The gradual transmutation of Phœbe's character, such is the art of Miss Basnett's style, is an entrancing study. She does not allow herself to let go of the truths that underlie the so-called conventions of the former life in a land—England—that has been tamed by a thousand years of forgotten labour. She adapts them to the new environment. But, as her children grow older, a new sense of new discomforts is awakened. The easy toleration of the West for the vices that mean social ostracism in a civilised land was more and more distasteful to her. She never traversed her sister's cry: "You could not wish the children to grow up here!" indignantly uttered whenever the future of the family was discussed. Miss Basnett's analysis of the foundations of society in a new country is the result of keen critical observation. The old conventions wither and die in unworked soil; many years, perhaps many generations, must elapse before a new set can strike their roots there. To go West is to cross not only an ocean and a continent, but also the social gulf which separates the England of Edward VII. from the England of Elizabeth. Such a criticism will be very distasteful to the average Westerner. But it is true; its truth consists in the nature of things; nobody is really to blame for its truthfulness. "Here we don't care what anybody thinks of us," said Peter defiantly to a visitor from the Mother Country (an official high in the Indian Civil Service), with a tone of defiance as he drank great gulps of tea with his mouth full. But, as Miss Basnett does not forget to point out, he was caring acutely; for all dwellers in a wilderness hate criticism more than they hate anything else. Here is a scrap of dialogue between Peter and his guest, which puts a vast deal of good matter in small space:—

> "We know how to work out here," said Pete pointedly. "You folks in England don't know what work means."
>
> Now Arnold had worked for a quarter of a century under a tropical sun, where the lives of thousands had hung on his judgment and capacity, and he knew much more intimately than Pete did where the vanishing point of a man's strength comes.
>
> "We can't afford to work with our hands," said he.

But have the Phœbes of the West a fitting reward in the end for all their years of toil? Yes, indeed—if they have the intelligence to appreciate the value of their work to posterity. In the years to come, when the West is a well-ordered land inhabited in comfort by millions of well-to-do people living at their leisure, each of their long laborious days will be a strong, well-made brick in the unseen foundations of society. Of the great Western tree of human life, so to change the metaphor, the men are the branches—but the women are the roots. But Phœbe herself sums up the matter thus:—

> If the price is high, so is the reward, and I was no more ignorant of the one than of the other. To win the wilderness is not a light undertaking; to win it for our own people and tongue is worth a good many lives. And no building can be raised if some stones are not laid away out of sight. . . . In the Old Country many of us are called upon to solve difficult problems for which there seems no answer; here we need but live simply and the answer comes. We need never wonder whether we are wanted, nor twist ourselves into painful shapes to fit a niche too small. All women are worth something to somebody here.

Phœbe, the wilderness winner, is the great character in this book; she has the courage and graciousness of one of Meredith's heroines. But there are many other admirable character-sketches—those of Nettie, Theresa, Cecil, and the wily Silas Wilcox are done to the life; and Miss Basnett may justly claim to have written by far the best Western story of the last twenty years.

* "A Wilderness Winner." By Edith A. Basnett. (London: Methuen, 6s.)

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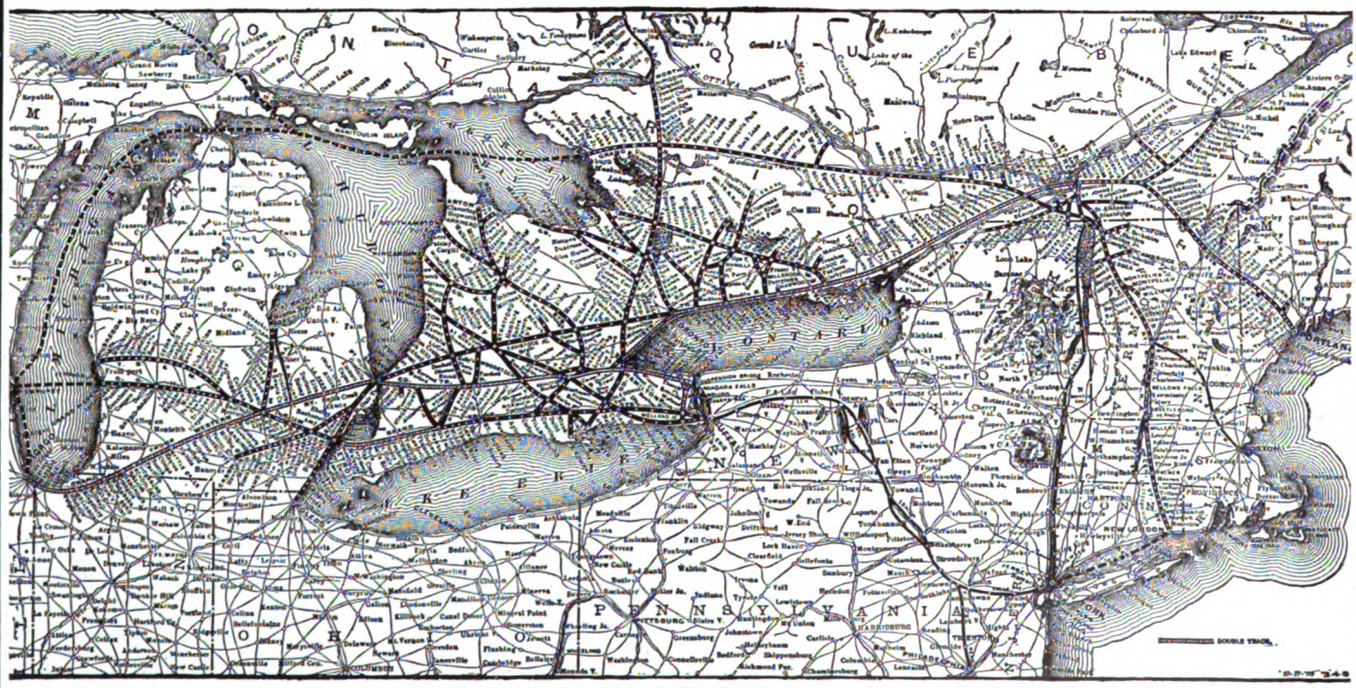
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PURELY PERSONAL

Earl and Countess Grey recently received at Government House the ladies and gentlemen who had successively competed in her Excellency's garden competition during the past season. When Lady Grey presented them with the medals and certificates which they had won, Earl Grey, in a felicitous speech, expressed his appreciation of the work of the Ottawa Horticultural Society, and the pleasure which it gave the Countess to co-operate in promoting the schemes of beautifying the capital. He announced that it was her Excellency's pleasure to continue the garden competition another year under the direction of the committee which had charge of it this year. Refreshments were served, and the guests invited to inspect the conservatories, some four or five in number, which have been built during the past season, and which now form so attractive an addition to Government House.

The Hon. Mrs. Howard, Lord Strathcona's daughter, gave a New Year's ball at Knebworth, many of the guests travelling from London by special train. Lord Strathcona's lease of Knebworth from the Earl of Lytton expires this year.

Sir Montagu and Lady Allan have gone for a short trip to the Hebrides. Sir Montagu is returning to Montreal about the end of January, and Lady Allan will go to the Riviera.

Dr. G. R. Parkin, Organising Secretary of the Rhodes Scholarship Trust, has sailed for New York, on his way to Canada.

Mr. J. A. Mara, a well-known resident of Victoria, B.C., is in London at present, and is staying at the Hotel Victoria. Before returning to the Dominion, Mr. Mara is to spend a few months in the South of Europe.

Lieutenant-Colonel C. A. K. Denison has been appointed to command the 1st Cavalry Brigade in Western Ontario.

Mr. J. Ross, of Montreal, is expected in London in February. He will then spend the rest of the winter in the Mediterranean, on board his fine yacht, the *Shellah*. If he can spare the time, Mr. Frederick W. Taylor, of the Bank of Montreal, London, will join Mr. Ross in the trip. The South of Europe is continuing to attract Canadians in increasing numbers, and during the winter months many visitors from the Dominion are to be seen in that part of the globe, where "zero weather" is unknown.

Among those present at the dinner given by the Quebec Liberal Club to the Hon. L. A. Taschereau, the Quebec Minister of Public Works and Labour, in celebration of his return to the Legislature, were the Hon. Jacques Bureau, Solicitor-General of the Dominion; the Hon. Lomer Gouin, the Premier; the Hon. Adelard Turgeon, the Provincial Minister of Lands and Forests; the Hon. Rodolphe Roy, Provincial Secretary; and the Hon. Jules Allard, the Provincial Minister of Agriculture. The Hon. A. Robertaille, M.P., presided.

The Hon. C. R. Devlin, who resigned his Irish seat in the Imperial Parliament to take a part in Canadian politics, and is now Minister of Crown Lands and Colonisation in the Province of Quebec has been entertained at a banquet by the members of the Ancient Order of Hibernians living in Montreal. Replying to the toast of his health, Mr. Devlin said he did not take the demonstration personally, but as a result of the action of the Prime Minister in taking an Irishman in order to make a good French Minister out of him.

Mr. Frederick W. Taylor is to preside at the next Canada Club dinner—the second of the season—which is to be held at the Ritz Hotel, Piccadilly, on Wednesday February 5.

The Hon. Clifford Sifton, on his return to the Dominion from England, where he had been to discuss the All-Red Route proposals with the Imperial Authorities, announced that he had nothing to say regarding the subject.

Two cheques, aggregating $15,000, have been received by the Ontario Provincial Treasurer. Both were paid on succession duties. From the executors of the late Mr. W. B. Hamilton, formerly of the W. B. Hamilton Shoe Company, came $7,370, collected from an estate valued at $184,261. The other cheque was for $7,857, four per cent. of $196,023, the net value of the estate of the late Mr. W. R. Boyes, of Barrie.

INTER-IMPERIAL COURTESIES.



Owing to the courtesy of the Comptroller of the Post Office we are able to reproduce the cards that have been exchanged between Canada and Great Britain.

The Hon. Rodolphe Lemieux this year sent his Christmas cards from Tokio. The chief officers of the Postal Department were among those who received these interesting greetings.

Major W. C. V. Chadwick has been appointed to command the 9th Mississaugua Horse with the rank of Lieutenant-Colonel, vice the late Colonel G. A. Peters.

The Rev. James Barclay, D.D., has been re-appointed a member of the Montreal Protestant Board of School Commissioners. He retired a short time ago on account of pressure of work, but has consented to act again.

A banquet has been given by the Lafontaine Club, Montreal, in honour of Mr. Thomas Chase Casgrain, some time M.P. for Montmorency, and its new President, who has recently returned from a trip to England.

The Hon. Adelard Turgeon, Minister of Lands and Forests for the Province of Quebec, has just celebrated his forty-fourth birthday. Although comparatively young, Mr. Turgeon has distinguished himself in Provincial politics, having been elected as the member for Bellechasse in the Quebec Legislature in 1890, and re-elected in 1892, 1897, 1900, 1904 and in 1907. Mr. Turgeon has successively held the portfolios of Colonisation and Mines in the Marchand Cabinet, and of Agriculture in the Parent Cabinet in addition to his present one.

Mr. Fred C. Salter, the European Traffic Manager of the Grand Trunk Railway system, sailed on the White Star liner *Baltic* this week, accompanied by his wife, on a visit to the chief executive offices of the company in Canada. During his absence he intends to visit New York, Boston, Portland, and the chief Canadian ports, with a view to coupling up the experience gained in Europe with transatlantic methods. Some important developments in the company's European traffic policy are anticipated.

BIRTHS, MARRIAGES AND DEATHS.

Announcements under this heading are charged for at a minimum of 3s., or 75c., for 24 words or under, every additional word one halfpenny or one cent, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

HARVEY.—On December 15, 1907, at Coburg, Ontario, the wife of B. A. Harvey, of a daughter.

DYKES.—At 1, Bain Avenue, Toronto, on the 19th ult., to Mr. and Mrs. Robt. F. Dykes, a son, who only survived a few hours.

MARRIAGES.

BOYER—BOYER.—On January 1, of All Saints' Church, Freshwater, I. of W., by the Rev. A. J. Robertson, M.A., Vicar, Joseph Blair Boyer, son of John Boyer, of Kincardine, Ontario, to Emily H. Boyer, widow of the late Dr. Boyer, of Barrie, Canada, and daughter of the late James Cathcart, of Edinburgh, Scotland.

LITTLEJOHN—BAIN.—At St. James' Church, Montreal, Canada, on the 18th ult., by the Rev. W. R. Young, Andrew Littlejohn, to Henrietta, second daughter of William Bain, 228, West Regent Street, Glasgow.

CROOKSTON—SOVEREIGN.—At New St. Paul's Church, Woodstock, Ontario, on January 1, by the Ven. Archdeacon Young, assisted by the Rev. T. G. Wallace, James, elder son of Thos. Crookston, Craiglea, Newlands, to Agnes Nesbitt, second daughter of Louis L. Sovereign, of Waterford, Ontario.

McCLELLAN—SEWELL.—On January 4, at Holy Trinity Church, Tunbridge Wells, by the Rev. D. J. Stather Hunt, M.A., Vicar of the parish, assisted by the Rev. J. B. McClellan, M.A., Principal of the Royal Agricultural College, Cirencester, father of the bridegroom, J. W. Tyndale McClellan, of the East Africa Protectorate, to Edith Doyle, daughter of the late Rev. H. D. Sewell, M.A., Vicar of Headcorn, Kent, and of Mrs. Sewell, Tunbridge Wells, and granddaughter of the late Hon. Jonathan Sewell, LL.D., Chief Justice of Lower Canada. Canadian papers please copy.

ROYLE—ROBERTS.—On the 2nd inst., at St. Stephen's, Prenton, Cheshire, by the Rev. P. A. Millar, vicar of the parish, Lieut. Lionel E. H. Royle, R.N., H.M.S. Defiance, only surviving son of the late Rear-Admiral H. L. F. Royle, D.S.O., of Holly Bank, Mannamead, Plymouth, to Lillias Catherine, eldest daughter of Mr. and Mrs. Frank Roberts, of Heathley, Oxton, Cheshire. (Canadian papers, please copy.)

DEATHS.

MONTGOMERY.—At Toronto, Ontario, on the 5th ult., John Montgomery; formerly of Galt, Ontario, and a native of Ayrshire.

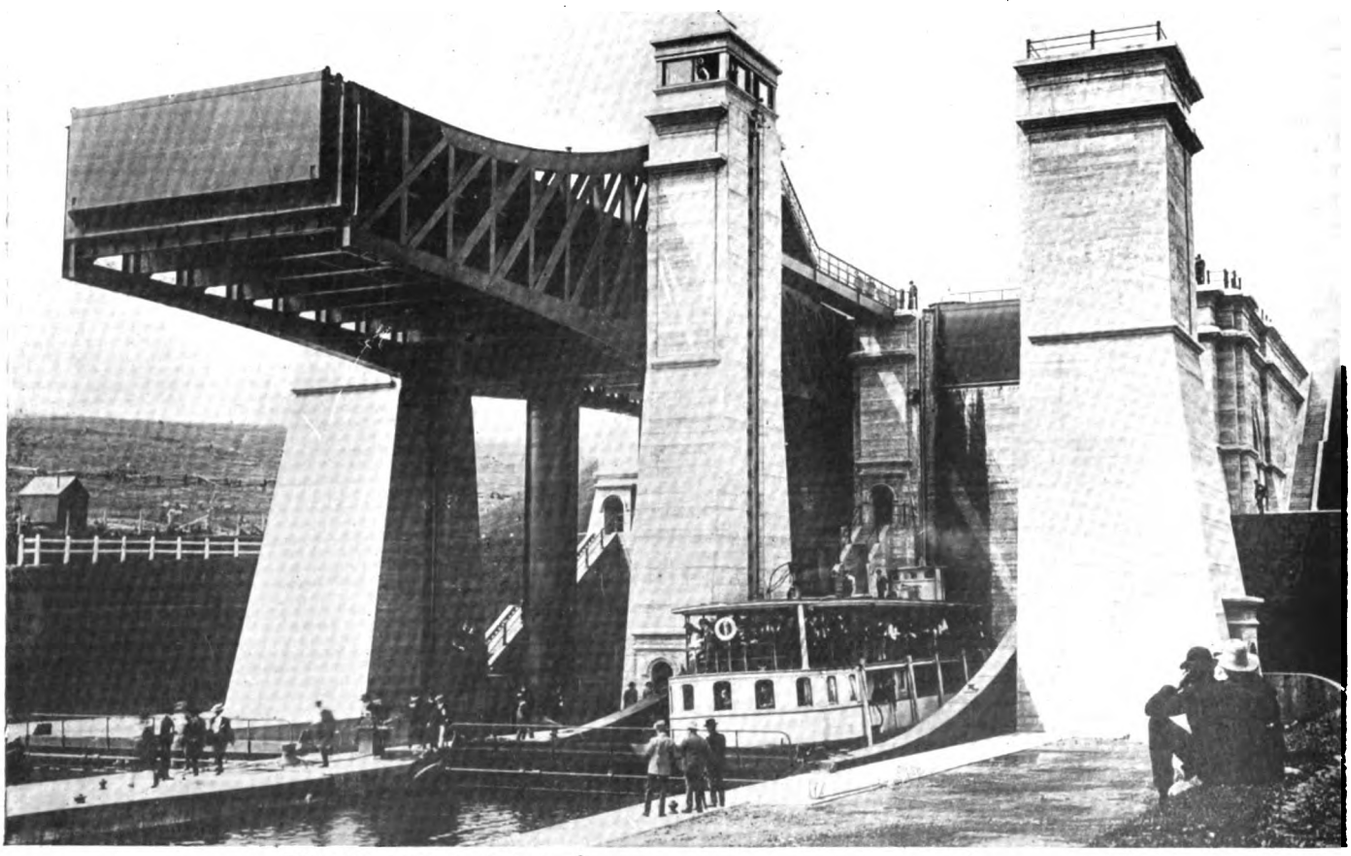
HELE.—On December 31, 1907, at St. John's, Newfoundland, suddenly, Harriet (Reeta), widow of Dr. Nicholas Fenwick Hele, of Aldeburgh, Suffolk.

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THE FAMOUS LIFT-LOCK AT PETERBOROUGH, ONTARIO.



THE LARGEST HYDRAULIC LIFT-LOCK: HEIGHT OF LIFT, 65 FEET; WEIGHT LIFTED, 1,300 TONS.



THE LIFT CHAMBER CONTAINS 8 FEET OF WATER. TIME OF LOCKAGE, 6 MINUTES.

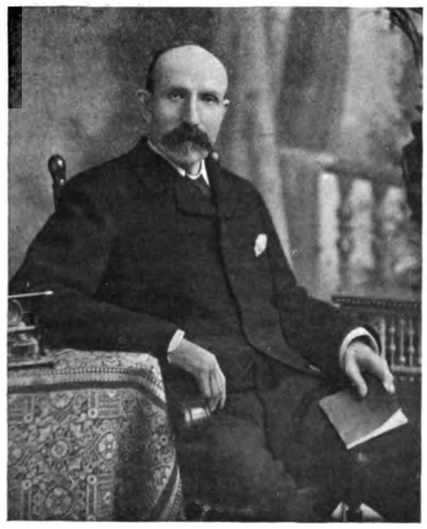
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A Great Railway Contractor.

BIOGRAPHICAL SKETCH OF SIR R. G. REID.

THERE is probably no subject of his Majesty who has deserved the honour of knighthood more than Sir Robert Gillespie Reid, the able and resourceful Scottish financier who has spent his life in assisting in the development of the outlying portions of the British Empire, and especially of Newfoundland, Britain's oldest colony.

Sir Robert has been connected with building, by which business he gathered his fortune and achieved the honours that he now bears, since his start in life. His father was the owner of small linen mills at Coupar-Angus, Perthshire, but the lad was apprenticed to a builder who had leased some quarries near that place. There he worked at his trade as a stonemason until, having attained manhood, he emigrated to Australia, where sensational finds of gold were being reported Owing to his companions refusing to stay at the goldfields Reid was unable to stake a claim, and he consequently turned his hand, as was ever his chief characteristic, to the first work that was going. This was the building of a bake-oven, the first ever seen in that locality, and by that act the young builder unconsciously determined his future work. From the humble bake-oven contract in the goldfields he turned to the construction of stone viaducts for the railroad which climbed its way, by steep gradients and zigzags through the Blue Mountains of Australia, work which proved his reliability and capacity as a contractor for the yet larger undertakings he was to essay in the future



SIR ROBERT GILLESPIE REID.

After spending three years in Australia, Mr. Reid turned his attention to the North American continent. Concluding that Canada offered the best field for the employment of his talents, he went to Ottawa, where he took several contracts in connection with the erection of the magnificent Parliament Buildings, which were then being erected. From there he went to Buffalo, where he built the International Bridge, and, returning to Ottawa, constructed a series of bridges on the railway line between that city and Montreal. Following that work, he carried out the renewal of a number of bridges on the Grand Trunk Railway, and next proceeded to Texas, where he built all the bridges on the International Railroad from Austen to Laredo, and did similar work on the Southern Pacific Railway. At Eagle Pass he spanned the Rio Grande with one of the finest bridges of modern times, while another famous bridge which owes its erection to him is that across the Delaware Water Gap. To this bridge attaches a story illustrative of the man. The contract had actually been secured by another builder, who had then induced Mr. Reid to join him in it. When the latter inspected the site he observed to the other: "We shall lose about $15,000 on this job." Next morning the partner had decamped, but Mr. Reid built the structure himself and met the losses it involved though he had not signed the contract at all when his partner disappeared.

His fame as a bridge-builder being now thoroughly established, he was engaged by the Canadian Pacific Railway to undertake the construction of their most difficult viaducts, and the building of the heaviest sections of the railway itself along the north shore of Lake Superior. It was one of the most difficult divisions of the great transcontinental road, piercing through a rugged and broken country where deep gorges had to be spanned by mighty structures of stone and steel, and the steep cliffs rounded by yawning rock cuts and pierced by cavernous tunnels.

The most difficult and trying work of applied engineering were now left to him, and in every one he essayed he was triumphantly successful. Among other gigantic feats was the building of the Lachine Bridge—three-quarters of a mile long—at Montreal; the construction of the colossal "three-in-one" bridge at Saulte Sainte Marie—a bridge over an arm of the river, a longer bridge over the river itself, and a third bridge over the American canal; and the great Intercolonial Railway bridge over the Grand Narrows at Cape Breton, which crosses a swirling torrent 1,735 ft. wide, and of which the piers that uphold the steel fabric are bedded 76 ft. below the water's surface.

It is, however, in connection with his work in Newfoundland that Sir Robert Reid will be best remembered. In that island he is a railway and steamship magnate who stands unequalled, and whose other varied and progressive enterprises—mining, lumbering, and the operation of dry docks, street-cars, electric lighting, and similar industrial ventures—make him a prominent figure among the Empire-builders of the present day. It was in 1890 that Mr. Reid, who then had three stalwart sons to relieve his shoulders of some of the weight that had rested upon them for a quarter of a century, turned his attention to the development of the island. He agreed to build a railway line from the old railway, which skirted the coast, northwards to Notre Dame Bay, the centre of a great copper-producing region, for $15,600 a mile, and to take in lieu of cash the Colony's 3½ per cent. bonds in payment. Fortunate it was for Newfoundland that she had a man of Mr. Reid's financial stability and resolute determination in the early days of the enterprise, because the first five years of his labours were attended by a series of setbacks calculated to make a less resolute contractor abandon the whole venture in despair. In July, 1892, the larger portion of the town of St. John's was destroyed by fire, 11,000 persons being left homeless. Eighteen months later the Government which had authorised Mr. Reid to build the line upon which he was at work was defeated in a general election. As the result of the political crisis the financial resources of the colony were endangered. At the end of 1904 the memorable Bank crash came, followed by the beggary of thousands and the threat of bankruptcy of the colony. In this emergency Mr. Reid proved a true friend to the colony. He was mainly instrumental in inducing the Bank of Montreal to establish itself in the island and become the Government's financial mainstay, and he assisted materially in arranging for the rehabilitation of many crippled commercial concerns. Then, when Sir Robert Bond undertook his mission to Montreal and London to endeavour to raise a loan for the colony, Mr. Reid went with him, and at Montreal introduced him to Messrs. Hanson Brothers, Canadian agents for Coates and Co., London bankers, and who successfully arranged the financial treaty which enabled Newfoundland to restore its shattered fortunes.

In the meantime Mr. Reid had contracted to build an additional 300 miles of railway in the colony at the same price as the former, and to operate the system for ten years without cost to the colony, taking as his remuneration 5,000 acres of selected land per mile, or between 2,500,000 and 3,000,000 acres in all. This was not the end of the assistance Mr. Reid lent to Newfoundland in her hour of need. In 1898 he entered into a contract, on account of the depression of business in the island—which, it was afraid, would last for some time—to operate the railway system—648 miles—for fifty years, for a further subsidy of 5,000 acres of land per mile; the operation of the Colonial telegraph lines for fifty years; and the street-car, electric lighting, and electric power franchises for the town of St. John's. He purchased the dry dock in that port to use it as a deep-water terminus for the railroad. On the signing of this contract, Mr. Reid began the construction on the Clyde of eight fine steamships—the *Bruce* alone, which plies between Sydney and Port-aux-Basques, costing $250,000, and the others about $100,000 each. This represented a million dollars in cash which he paid out. The purchase of the railroad and the dock cost another $1,325,000. Proceeding with this project for the improvement of the island, he spent large sums at St. John's, and in other parts of the island in costly buildings, street pavements, harbour works, and electric lighting.

Two years later, the contract being regarded as unsatisfactory by the people, Mr. Reid agreed to relinquish his proprietary interests in the railroad on being repaid his million dollars with interest; to surrender half his lands for $850,000; to hand back the telegraph lines, for which surrender he has been awarded $1,600,000. A claim for betterments to the railroad brought an award of $900,000.

Since 1901 Sir Robert Reid and his three sons have converted all their possessions and franchises in Newfoundland into a limited liability corporation, the Reid-Newfoundland Company, with a capital of $25,000,000, but the stock is held by them. Their lands are rich in minerals, including silver, copper, iron, lead, asbestos, slate, and petroleum; in lumber and pulp-wood, and also in agricultural resources. The island is becoming more and more popular with tourists, who go there for the excellent hunting and fishing that can be had, and, above all, the colony has once more its feet set upon the way that leads to prosperity and happiness.

Sir Robert is a remarkable personality. Silent as a rule, his voice when he does speak is soft and gentle, and his manner mild and quiet, without a suggestion of bluster or pushfulness. Yet his whole being is suggestive of reserve power. For some years he has been a martyr to rheumatism contracted by hours of exposure in ice-cold water at Grand Narrows while watching the completion of a critical piece of bridge-work, and so cannot grapple with details. Yet he remains the inspiring genius of the great work he commenced in his earlier years, and is able to enjoy the sight of its prosperity during the summer months, which he always spends in Newfoundland. Sir Robert was recently elected a director of the Lake of the Woods Milling Company.

The three great events in the engineering world during the past year have been the death of Kelvin, the triumph of the new Cunarders, and the terrible disaster at Quebec. Much has been written about the two former events during the last few weeks, says the *Daily Telegraph*, but the public memory has not long retained interest in the bridge disaster. One of the most interesting facts brought to light is that the fee paid to the consulting engineer was barely enough to pay his office expenses on the work. It is quite certain that American bridge practice will come to be more and more like that of this country. It does not appear that any exceptional work in the nature of research was done before this structure was designed. Despite the wonderful facilities which they have for such work, the American engineers really do less research than the engineers of this country.

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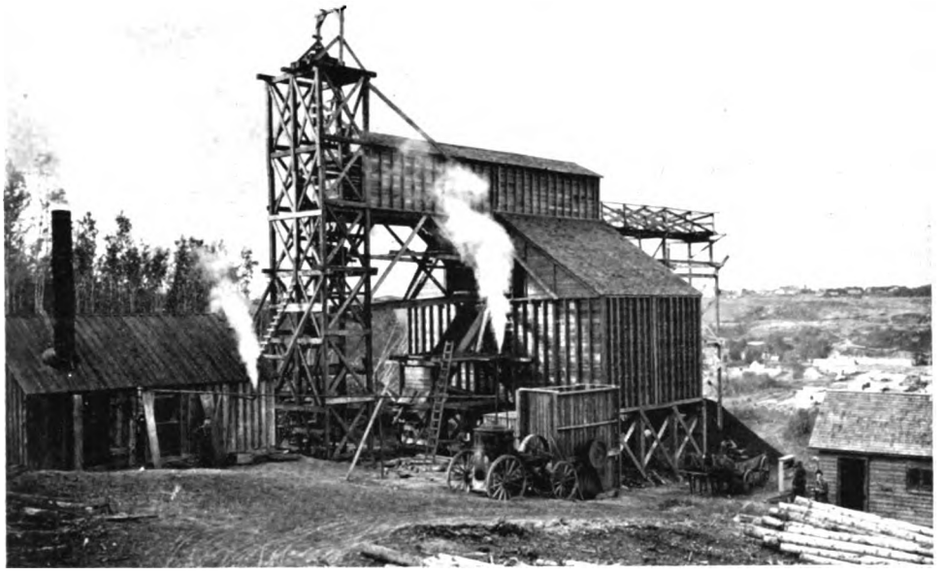
Wheat Dispute Settled by Arbitration.

HOW NEW GRADES MAY BE FORMED.

An interesting dispute in connection with the grade of wheat has been settled by arbitration at Liverpool. Messrs. Melady and Co., of Toronto, sold through their agents, Messrs. Reid and Glasgow, of Liverpool, a shipment of wheat to Messrs. Sergiades and Hodson. The contract called for "No. 1 Feed Wheat," and the buyers refused delivery, stating that the parcel was not in accordance with the grade called for.

At the arbitration proceedings Mr. W. L. Griffith, representing the High Commissioner, brought to the notice of the Board Section 73 of the Inspection and Sale Act, which reads as follows:—

"If a considerable portion of the crop of wheat or any other grain for any one year in any division has any marked characteristics which exclude it, to the prejudice of the producer, from the grade to which it otherwise belongs, special grades may be established therefor in the manner hereinafter provided, and shall be called and known as commercial grades."



A COAL MINE NEAR EDMONTON.

Mr. Griffith further stated that the High Commissioner had been informed by the Department of Trade and Commerce that, in order to deal with the exceptional crop of 1907, special grades had been established—namely, "Feed Wheat" and "Feed Wheat No. 2." The wheat shipped in this instance was of the highest grade of feed wheat of the crop of 1907, and which is frequently described as "No. 1 Feed."

The High Commissioner must of necessity not be considered as in any way intervening in the case, but was simply stating the exact position.

The Board of Arbitration finally decided, by the casting vote of the Chairman, in favour of Messrs. Melady and Co. The amount involved was about £3,000.

CANADA'S ST. GEORGE'S SOCIETIES.

Most of the larger cities and towns in the United States contain a "St. George's Society," of which the officers are prominent citizens of English birth or descent. These societies perform an invaluable work in aiding the deserving English immigrant. St George's Society is one of the oldest organisations in Montreal. It was founded in 1834, and is therefore now nearly seventy-four years old. In all this time it has been a great factor in charitable work in this city. Organised at that time with some forty members, it has ever since flourished, and now has a fine home on St. Antoine Street.

Englishmen settling in Canada would do well to join the society upon arrival. The friendly society known as the Sons of England is also strongly in evidence, and membership ensures many advantages besides pecuniary help in cases of sickness, accident, or death.

The Customs receipts of the Dominion for the nine months ending December 31 show an excess of $6,983,800 over those for the corresponding period of last year.

The Dominion Government has received a request from the Grain Association of Alberta and Saskatchewan to supply free a quantity of seed wheat for the districts in the North-West where the crops were a failure last harvest. The Dominion Government will probably reply that the matter is one to be dealt with by the Provincial Governments, especially as the state of things involved is not a serious one.

Edmonton's Coal Mines.

DAILY OUTPUT—2,620 TONS.

A glance at the map shows that Edmonton geographically is not only situated a little south of the centre of the province of Alberta, but, taking Manitoba and British Columbia into consideration, it will be seen that Edmonton is so located as to be practically the central point of what is now known as the provinces of Western Canada. Edmonton and Strathcona—the "twin cities of Canada"—are the beginning of one great Canadian inland city which will be a capital, university, railway, and commercial city situated far enough away from the American boundary to be to a great extent uninfluenced by anything except Canadian affairs. These two cities, with their present combined population of 22,558 people, are not only surrounded by miles of rich agricultural and wooded lands, but also by miles of coal lands; they are built on coal lands, as a matter of fact.

There are in and near Edmonton and Strathcona some twenty-six coal mines in active operation. It is estimated that the daily output of these mines is about 2,620 tons, which could be doubled on thirty days' notice. Twenty-five per cent. of the mines can produce daily from 100 to 500 tons. Fifty per cent. can produce up to 100 tons per day, and the balance from thirty to fifty tons per day. There is available for export at least 1,000 tons of coal per day at the present time.

There are three distinct seams of coal found in the first 250ft., which seams occur at Edmonton at a depth of 80ft., 150ft., and 230ft. There are, however, seams just west of Strathcona that are within 20ft. of the surface. The seams at Edmonton run from 5ft. to 8ft. in thickness; at Morinville, 20 miles north-west of Edmonton, from 8ft. to 16ft.; and at Goose Encampment, 50 miles up the North Saskatchewan River, from 8ft. to 30ft. During last winter Edmonton sent coal to Winnipeg, Dauphin, Prince Albert, Saskatoon, Battleford, Calgary, and intermediate points, and is doing the same this year.

The actual quantity of apples picked in Nova Scotia for export this year amounts to 800,000 barrels. This exceeds the estimate by 50,000 barrels. The clever series of articles written for the "Belfast Northern Whig" by Mr. J. R. Fisher, has been published in pamphlet form and entitled "The New Canada." The pamphlet is attractively illustrated.

Grand Trunk Pacific.

SATISFACTORY ANNUAL REPORT,

Very satisfactory statements regarding the construction work on the Grand Trunk Pacific Railway were made by Mr. C. M. Hays, the President, at the annual meeting recently held in Montreal. Delays caused by the last exceptionally severe winter and the late and inclement spring were more than made up during the summer and fall, and upon some sections construction work will go on during the winter. Only a small portion of the grading remains unfinished in the prairie section, and track-laying between Portage la Prairie and Saskatoon will be completed before spring.

The substructure of the bridge across the South Saskatchewan River at Saskatoon is completed, and the steel superstructure, it is expected, will be completed so that track-laying can proceed from Saskatoon westerly 200 miles to the Battle River next spring. A large bridge across the Battle River is also under construction at the present time. This point is 118 miles east of Edmonton, to which city construction work will also be prosecuted vigorously next season.

Mr. Hays stated that the total authorised mileage of the company is 7,900 miles, of which 988 miles from Winnipeg westerly to Edmonton, including the Lake Superior branch, is under contract for construction under control of the Grand Trunk Pacific Company. The mileage under contract to the Commissioners of the Transcontinental Railway totals 852 miles of the main line of the Eastern division; the grant total under construction thus being 1,940 miles.

The following directors were elected:—

Sir C. Rivers Wilson, G.C.M.G., C.B.; John A. Clutton-Brock; Alfred W. Smithers; Right Hon. Lord Welby, G.C.B.; Sir Wm. Lawrence Young, Bart.; Chas. M. Hays; Frank W. Morse; Wm. Wainwright; E. H. Fitzhugh; W. H. Biggar; Hugh A. Allan; E. B. Greenshields; Hon. Geo. A. Cox; E. R. Wood; J. R. Booth.

The officers of the company were re-elected as follows:—

Chas. M. Hays, president.
Frank W. Morse, vice-president and general manager.
Wm. Wainwright, second vice-president.
Henry Phillips, secretary

A bunch of raspberries was blooming in a New Westminster garden on the second Saturday of December.

A conference has been organised to take place shortly in Barbadoes on the development of closer relations between the West Indies and Canada.

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THE FINANCIAL SITUATION IN CANADA.

(From a Montreal Correspondent.)

The clouds that appeared on the financial horizon here after the panic produced in New York by the recent succession of failures are rolling away. The confidence which was perceptibly shaken by the stringency prevailing more or less all over the world, but in an especial degree in the United States, is now to a large extent restored, and a feeling of buoyancy is apparent in most departments of industry and commerce. There is a slackness in the iron and steel trade, and some of the electric works that were exceptionally busy in the summer are limiting their output, and this has thrown a number of men out of employment; but the indications are that these establishments will be in full swing early in the New Year. Several trading financiers and heads of establishments at which it has been considered prudent to curtail expenditure have been interviewed on behalf of *Canada* on the subject, and they ascribe the restriction to inability to procure the capital required to enable them to undertake large contracts. "If British capital could be induced to flow freely through some of our more solid industries," said the manager of a large electric undertaking, "it would find more profitable employment here than in Indian or in South American railways."

Picking up Shares.

"They talk about lack of confidence," remarked a stockbroker of good standing, "and yet one of the most significant features of the present situation is the fact that hundreds of people are drawing their savings out of the banks and buying small blocks of shares—rarely more than ten or twelve—in many of the low-priced securities that are offering, and that are yielding a fairly good dividend. These are thrifty people with intelligence a little above the average, who know that these securities are obtainable at a remarkably low price, and that they will soon command a higher figure." Another evidence of the revival of confidence is the fact that all the better-class of stocks have advanced at least 10 per cent. during the past fortnight. Thus has the small investor already found justification for his faith

Pledging Insurance Policies.

The manager of a large insurance company points to another curious development of the situation. It is no uncommon thing for business men to borrow money upon their life insurance policies and put it into their business, but just now professional men, railway officials and foremen at the larger workshops, who carry a fair amount of insurance, are borrowing pretty well up to the paid-up value of their policies and putting the money into the stocks of companies that will bring them, as they believe, a good return upon the investment. The amount thus withdrawn since values went tumbling down about a month ago is away up in the millions of dollars.

The Government and the Banks.

The fact of the Federal Government having, through the Minister of Finance, offered to help the banks to give a larger measure of assistance to grain dealers and Western elevator companies, to facilitate the marketing of the crops in the prairie provinces, has excited a considerable amount of discussion as to the precise character of the assistance volunteered in view of the fact that the Government keeps no reserve in the Treasury. The Hon. W. S. Fielding's conferences with the bankers in Montreal attracted much attention, and much speculation was indulged in as to what transpired; but both Mr. Fielding and the bankers kept their secret. All that was made public about the matter was that the banks declined the proffered aid and the inference was drawn that the refusal was due to the belief on the part of the financial institutions that the acceptance of it might have an injurious effect on their credit. A high financial authority informs your correspondent that this supposition was erroneous. The carefully-preserved secret amounted to this: The Finance Minister offered on behalf of the Government to permit the banks to withdraw $10,000,000 from their reserve funds, and to assume, itself, responsibility for that amount, provided the money was advanced to facilitate the marketing of the crops, and provided the books of the banks were submitted to the Government officials for inspection. The bank managers felt that they could not agree to this without violating the confidence that their customers reposed in them. They did, however, relax the somewhat stringent regulations that were enforced early in the season with regard to advances to the grain-dealing interests, with the result that a large quantity of the coarser grains, which realised this year a higher price than they have done in the past, were moved east. The Hon. Walter Scott, the Premier of Saskatchewan, when he passed through Montreal on his way to the Mediterranean, where he will spend the winter for the benefit of his health, stated that whatever the cause may have been there was a remarkable transformation in Western conditions immediately after the conferences. Wheels were set in motion as they had never been before, and money began to circulate with greater freedom. The latest estimate put forth by the railway and milling interests that the crop, despite all the vicissitudes of the year, would produce $20,000,000 more than that of last year has had a decidedly cheering effect.

A Canadian Pacific Railway Project.

Two subjects that have just been sprung upon the public are exciting much discussion in financial and business circles. One is that negotiations are in progress which would, in the event of their reaching consummation, give the Canadan Pacific control of the Boston and Maine Railway, and the other is the partial completion of a deal which may place the Dominion Iron and Steel Company in the position of independence of the Dominion Coal Company. With regard to the Boston and Maine affair the report came from New England that the Canadian Pacific was able to secure a controlling interest in the American road. The contemplated merger was, as a result of the hostile public opinion aroused, thwarted, at least temporarily, by the Massachusetts Legislature passing a law forbidding further steps in the direction contemplated until the next Legislature has time to consider the question. The New Haven system owns approximately $11,000,000 of the $28,000,000 common stock of the Boston and Maine, and it is this the Canadian Pacific is said to be stretching out its arms to acquire. President Mullen of the New Haven system has admitted that he is negotiating with another railway with a view to getting rid of the 109,000 shares that were acquired; Sir Thomas Shaughnessy, the President of the Canadian Pacific Railway, when questioned on the subject, would neither confirm nor deny the report that the Canadian Company was the one to which President Mullen referred. The principal value of the acquisition to the Canadian Pacific Railway would be the two new Atlantic ports, Boston and Portland, which it would give to that company. Already New England sentiment is being aroused against the deal, which is hardly likely to go through, although it may be used as a lever to give the Canadian Pacific Railway a better working arrangement with the Intercolonial Railway, and free access to the port of Halifax, which it is denied at present except under conditions which they consider too onerous.

[This rumoured purchase was officially denied at the C.P.R. meeting on December 30.—ED.]

Dominion Steel's Coal Supply.

Concerning the latest development in Dominion Iron and Steel policy, it is well known that the Steel Company's officials have been looking out for a new source of coal supply since it won its celebrated action against the coal company, so that it may be absolutely independent of the coal company when the present agreement expires. There has been talk of developing submarine mines on the Cape Breton coast, but it is now reported that Mr. J. H. Plummer, President of the Steel Company, and Mr. F. P. Jones, the general manager, have closed a deal for the acquisition of the Cow Bay coal areas, which belong to the Cumberland Railway and Coal Company, of which Sir George Drummond is president. The idea is to form a new company, which will be absolutely controlled by the Dominion Steel Company. The new coal field is estimated to contain 150,000,000 tons of coal, and is within ten miles of the steel plant.

The Canadian Red Book is a new and meritorious publication of the *Montreal Star*, containing in condensed form a quantity of useful information to those having business, social, or political interests in the Dominion, as well as for the intending emigrant. It is a development of the *Star Almanac*, which was issued by the same journal during the years 1893-1896.

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Trade Notes.

[*Canadian Patent Agents handling valuable Inventions which they consider will be of use in Great Britain should communicate with us.*]

Eighteen Babcock-Wilcox boilers of the latest water-tube type will be put in the new battleship *St. Vincent*, building on the Clyde.

Messrs. John Shaw and Sons, of Wolverhampton, are turning out the "Marsh" mitreing machine, which is of great service to the practical picture frame maker.

The Bank of Toronto is giving its staff a 10 per cent., and the Eastern Townships Bank a 4 per cent. bonus. Other Canadian banks give bonuses annually, as a matter of course.

Mr. Burbank, president of the International Paper Company, New York, says the scarcity of pulp has sent 1908 prices of newspaper up from 2 cents to 2½ to 2§ cents per pound. The company is negotiating for 550 square miles of spruce land in New Brunswick.

Canadian bank clerks are not suffering from the talked-of "depression." The Canadian Bank of Commerce is giving bonuses equivalent to 12½ per cent. on their salary to juniors drawing up to $500 per annum; those who receive higher salary will have a 10 per cent. bonus.

The Brandram-Henderson Paint Company will shortly have their new corroding plant in operation at Mile End, Montreal. The space occupies 153,000 square feet, and the power to operate the works consists of a 250 h.p. Robb engine, two boilers, and a high-speed electric engine of 75 h.p. Flats for employees are being built by the firm in the vicinity.

Mr. A. W. Donley, the Canadian Agent in Mexico, reports that the first subsidised steamship between Vancouver and the west coast of Mexico brought 2,000 tons of freight. He expects copper will be sent to British Columbia smelters in the near future, and that B.C. coal will find a good market at the growing port of Acapulco.

Whale oil must now be classed as one of the steady products of the B.C. coast. The Pacific Whaling Company three years ago established on the west coast of Vancouver Island, has now a second station on the Gulf of Georgia, near Nanaimo. From this point a shipment of nearly 500 barrels of whale oil was made to England. The whalebone and other by-products are also made use of.

In an article on "Home Timber," the *Timber Trades Journal* says: "American and Canadian elm have displaced the home variety very largely for wheel naves. Continental beech and Canadian birch are bidding for a high place, and every load that is sold means so much less for the home-grown wood, and thus we might enumerate a long list in which imported timbers are cutting the ground from beneath the home timber merchant's feet."

The establishment of Messrs. Henry Birks and Sons, in Montreal, now occupies a larger frontage than does Tiffany, the renowned New York jeweller, and is one of the sights of the city. Speaking of the Christmas trade, Mr. William Birks remarked that on December 21 a record crowd, numbering thousands of purchasers, had been in the premises. "That doesn't look like hard times, does it? If there is a financial depression across the border it apparently has had no effect up in Canadian money circles. Not only has our city trade this year increased 22 per cent. over our previous record, but our mail orders and outside business have augmented proportionately. Never has our business been so healthy."

CANADIAN TOBACCO.

The use of home-grown tobacco, generally known in the province of Quebec among the English-speaking people as "Habitant" tobacco, is extending in the other provinces. In the counties of Essex and Kent, in Ontario, farmers are paying more attention to tobacco culture, the output now reaching 7,500,000 lbs., as against less than 100,000 lbs. ten years since. Almost every French Canadian farmer has his tobacco patch, and those having garden ground at all suitable endeavour to raise sufficient for personal consumption. With the English-speaking Canadian the taste for the native article is an acquired one, though in Quebec there are many who smoke nothing else. Blended with the imported leaf it is becoming an important factor in the trade.

A RECORD IN TRANSPORTATION.

What was record time in the transportation of fruit from Liverpool to this city was lately made by the Canadian Pacific Railway, when a large consignment arrived here in the remarkably quick time of nine and one-half days. The *Empress of Britain*, which brought the consignment across, left Liverpool on December 1, at 4 a.m., and arrived in St. John on the 8th, at 1 p.m. The consignment, which filled twenty-two large-filled refrigerator cars, eighteen of which were for Montreal, and the balance for Toonto and Hamilton, was started on the trip here at 6 a.m. on the 9th, arriving here at 11 a.m. yesterday, making just nine and a half days since the consignment left Liverpool.

A RECORD BROKEN.

On December 13, the steamship *Dunelm* with a load of pig iron from Middlesbrough arrived in the harbour of Montreal. The accomplishment of this feat, nearly three weeks after the regular lines had suspended their voyages to St. Lawrence ports, and when the buoys which mark the Ship Channel in the 151 nautical miles between Quebec and Montreal had been removed, affords convincing proof not only of the exceptional mildness of the season, but also of the value of the work accomplished by the Department of Marine under the supervision of its Engineer, Mr. F. W. Cowie, in installing permanent aids to navigation in the Ship Channel. As an extra precaution the Canadian Government tug *Frontenac* accompanied the *Dunelm* part of the distance.

AUSTRALIAN MUTTON FOR CANADA.

A despatch from Calgary states that the demand for mutton in Western Canada has quite outgrown the supply, with the result that P. Burns and Co., the well-known packers, have chartered the steamship *Aorangi* to bring 10,000 carcases of mutton from Sydney to Vancouver. Calgary is to have another large meat-packing house to be known as the Independent Meat Packing Company.

THE MERCHANT NAVY OF CANADA.

The annual report of the Department of Marine shows that 7,512 vessels of all kinds, having a total tonnage of 654,179, were on the Canadian registry in 1907. This is an increase of 187 vessels and a decrease of 15,646 tons since the previous year. This result is doubtless due to the comparatively shallow depth of the inland waterways, which necessitates a larger number of vessels being used to handle the increasing traffic, as, excepting upon the great lakes and for coasting traffic, it is impossible to greatly increase the size and draught of water. Moreover, the larger vessels which are wanted are still mostly built in British yards and appear on the British registry. Experience is proving the greater economy of operating larger steamships, and in the United Kingdom the tonnage grows out of proportion to the number of the new vessels built. The work of deepening and widening the inland waterways, which is being so successfully accomplished in the St. Lawrence between Montreal and the sea, must soon seriously engage the attention of the Dominion Government.

CANADIAN TRADE WITH JAPAN.

The Trade and Commerce Department at Ottawa has issued figures for the nine months ending October, which show that Canadian exports to Japan have increased from $62,015 in the similar period of 1906 to $114,377. The principal increases in imports from Japan were in raw silk from $15,378 to $118,050, tea from $292,062 to $427,829, and rice from $106,049 to $197,072. The Canadian Trade Commissioner in Yokohama reports more favourably of the business methods of Japanese merchants.

Mr. W. R. Lysaght, of John Lysaght, Ltd., Newport, Mon., whose Montreal representatives are A. C. Leslie and Co., has been appointed a J.P. for the county of Monmouth.

Canadian Government TRADE COMMISSIONER SERVICE IN GREAT BRITAIN.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in Great Britain:—

P. B. BALL, Room 39 and 40, Central House, Birmingham.

J. B. JACKSON, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Sun Buildings, Clare Street, Bristol.

Commissioners and Agencies have also been established in various other parts of the World as follows:—

Australasia—
J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China, Japan, and Corea—
W. T. R. PRESTON, Poste Restante, Hong Kong.

China—
H. J. CRAIG, 18, Szechuen Road, Shanghai.

France—
A. POINDRON, 101, Rue Réaumur, Paris.

Japan—
ALEX. MACLEAN, No. 14 Bund, Room B, Yokohama.

Mexico—
A. W. DONLY, Rebeldes No. 6 Mexico, D.F., Mexico.

Newfoundland—
E. D. ARNAUD, Gazette Building, Water Street, St. John's.

Norway—
C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.

West Indies—
E. A. H. HAGGART, Kingston, Jamaica.
R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada to British and Foreign Importers or Exporters without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

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TRADE PERSONALS.

R. A. Brown, Calgary, has been appointed City Electrician of Nelson, B.C.

Mr. A. H. Wheatley has been appointed manager of the Locomotive and Machine Co., of Montreal, succeeding H. B. Ayres.

The late Mr. George O. McClary, treasurer of the McClary Manufacturing Company, of London, Ontario, left an estate of $175,000.

Mr. J. Deward, of Bovril, Limited, has been admitted to membership of the Montreal Board of Trade.

Mr. E. S. Cooper, who many years ago built gas engines in Toronto, has returned to the city and is now located at 128, Adelaide Street East.

Mr. J. R. Kinghorn has been elected president for the coming year of the Montreal Metal and Hardware Association, also being unanimously chosen to represent that institution on the council of the Board of Trade.

Mr. H. I. Palmer has entered into partnership with Mr. A. E. Hawker, 86, Victoria Street, Toronto, and the new name of the firm is Messrs. Hawker and Palmer, mechanical engineers.

Mr. W. J. Egan, the newly elected president of the Dominion Commercial Travellers' Association, which has its headquarters in the Board of Trade Building, Montreal, is the Canadian representative of Arthur Brock and Co., Glasgow.

Mr. Geo. McLachlan, formerly of the McLachlan-Joy Electric Company, has started business as a manufacturers agent at 190, Ossington Avenue, Toronto, and is making a speciality of gas and gasoline engines, full outfits for machine shops, planing mills, saw mills, etc.

Messrs. Smith, Kerry, and Chace, of Toronto, have been engaged by the City Council of Port Arthur, Ontario, to make a survey of Silver Falls, Dog Lake, and prepare plans and estimates for a power plant. The ultimate capacity of the works will be 30,000 horse-power.

Contracts Open.

Subscribers on quoting the reference number will be supplied with any information we possess relating to these contracts

495.—Large floating crane for landing very heavy machinery.

496.—Electric plant for a pumping station.

497.—A waterworks plant for an Ontario town, to cost about £5,000.

498.—Fire equipment for two small towns.

Shipping.

The Hudson's Bay Company has placed a contract with A. Watson, Victoria, for the construction of two stern-wheel steamboats for service on the Skeena River. The contract price is about $80,000. The dimensions are to be: length, 136ft.; breadth, 36ft.; with a dead-weight capacity of 100 tons and cabin accommodation for forty passengers.

The Montreal Harbour Commissioners have forwarded to the Department of Marine plans, specifications, and estimates for a modern floating crane for use in the harbour, and asking for the necessary authorisation for the purchase of same, to be delivered ready for the opening of navigation in May, 1908.

The Montreal Chamber of Commerce Transportation Committee is again calling attention to the desirability of establishing a dry dock at that port. Such construction has been more than once confirmed by the Dominion Government, and in 1898 an act granting $750,000 for this purpose was passed. The Harbour Commissioners of that day failed to come to any decision. The lack of such accommodation is prejudicial to the interests of Montreal, as any vessels sustaining damage have to make temporary repairs until a port offering proper facilities can be reached.

The new Allan liner, *Hesperian*, of over 10,000 tons, is expected to leave Messrs. Stephens' yard on the Clyde in time to enter the direct Glasgow-Montreal service soon after navigation opens, and to lower the record now held by the *Grampian* on this route to less than seven days between the two ports.

The question of supplying a powerful floating fire-engine boat for Victoria Harbour is under consideration.

Railways.

The Canadian-Pacific Railway has abandoned steam power in the shops at Vancouver and substituted electric power, supplied by the British Columbia Electric Railway Company.

The Grand Trunk Railway intends to establish at St. Lambert Junction, Montreal, a freight terminal which will be one of the most important in the country. For some time the company has been acquiring property along the main line, and the yard will probably be about three miles in length.

Mr. Collingwood-Schreiber, C.M.G., chief engineer of the Transcontinental Railway, is authority for the statement that during the winter construction will continue on several sections of the line. In December about 18,000 men were at work between Moncton and Winnipeg, while west of Winnipeg another 20,000 were busy. The cost of the prairie sections, owing to the increase in wages and the enhanced price of supplies, is estimated at between $23,000 and $24,000 per mile, though originally estimated to cost about $13,000 per mile. Messrs. M. P. and J. T. Davis, contractors for 150 miles of the road east of Point Levis, Quebec, hope to keep 2,000 men busy right through the winter.

The Canadian Pacific Railway has increased the capacity of the Angus shops by the addition of a room 112 by 400 feet. It commenced operations immediately after the New Year, when the shops were again going full blast. The room is for the building of passenger cars and upholstering.

Canadian Buyers in England.

Since our list was published last week the following are the movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

W. Robson and A. Branscombe (Manchester, Robertson, Allison, Ltd., St. John, N.B.)—2, Milk Street, E.C.

K. G. Holliday (John B. Caverhill and Co., Montreal)—Hotel Cecil.

J. B. Campbell (The Robt. Simpson Co., Ltd., Toronto)—Hotel Cecil.

E. M. Hayton (Hy. Morgan and Co., Montreal)—Victoria Hotel.

A. Robinson (McLaren and Co., Ltd., St. Catharine's, Ont.)—Holborn Viaduct Hotel.

A. B. Fullerton (Jas. A. Ogilvy and Sons, Montreal)—35, Milk Street, E.C.

MANCHESTER.

J. L. Murray (Smallman and Ingram, London, Ont.)—Midland Hotel.

G. Willis (Jas. A. Ogilvy and Sons, Montreal)—Midland Hotel.

F. J. Rutherford (Thomas C. Watkins, Hamilton, Ont.)—Grand Hotel.

Mackay. Smith (Mackay, Smith, Blair, and Co., Vancouver)—Albion Hotel.

LEEDS.

H. G. Cook (The W. R. Brock Co., Ltd., Toronto)—Hotel Metropole.

B. N. L. Simpson (Greenshields, Ltd., Montreal)—Queen's Hotel.

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UNEXCELLED for **PICKLES.** In Bottles.

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UNEXCELLED for **PURE LUCCA OIL.** In Bottles.

UNEXCELLED for **FLORENCE CREAM.** For Salads.

UNEXCELLED for **POTTED MEATS AND FISH.** In Jars and Tins.

UNEXCELLED for **FRESH FRUIT JAMS AND JELLIES.**

UNEXCELLED for **PREPARED SOUPS.** In Tins.

UNEXCELLED for **SOUP TABLETS.**

UNEXCELLED for **CALVES' FEET JELLIES.** In Glasses.

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Total Assets	**$33,700,000**

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A GENERAL BANKING BUSINESS TRANSACTED.

SAVINGS BANK DEPARTMENT.—Interest allowed on Balances.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$3,800,000
Reserve Fund and Undivided Profits.	4,900,000
Deposits by the Public	35,600,000
Total Assets	47,900,000

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The following two extracts are taken from a number of letters recently received from our advertisers. The originals of these letters, together with many others can be seen at any time at our London Offices.

A prominent firm of Real Estate Agents, writing to the Mayor of Saskatoon, state:—

> "We might just herein state that if you contemplate doing any advertising of Saskatoon, we know of no better foreign medium through which to reach the people than 'CANADA,' speaking from experience, as **WE HAVE RECEIVED OURSELVES THE BEST RESULTS OF ANY ADVERTISING MEDIUM IN WHICH WE HAVE ADVERTISED.**"

The following is a copy of a letter received by the last mail from a Real Estate Agent in British Columbia:—

> "I should be pleased to have you forward me your advertising tariff and a specimen copy of 'CANADA.'
> "I have used the columns of your Magazine in a small way before and **FOUND IT VERY SATISFACTORY,** and now I wish to bring it to the notice of my principal."

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Capital	$4,000,000
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70 Branches throughout Canada.

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LONDON ... **4, Bishopsgate Street, E.C.**
J. A. GROVE, Manager.

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"CANADA," No. 105, Jan. 11, 1908.

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SPECIMENS can be loaned to local Exhibitions upon application to the Agent-General, MR. JOHN HOWARD, 57a, PALL MALL, LONDON, S.W., from whom all information can be had respecting the Province.

Subscribers who take an interest in *Canada* and who would like their friends to see the journal are invited to communicate with the Editor. If the addresses of friends are supplied we will gladly forward specimen copies.

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Canadian Finance.

(From Our Own Correspondent.) TORONTO.

The approach of the turn of the year has helped to limit new business on the Canadian Exchanges, and business has been very quiet, obtaining funds is not, of course, helpful, but prices are finishing the year with a much firmer appearance than characterised them a few months back, and it is hoped that the New Year will bring with it an amelioration of monetary conditions. The much-talked-of trade reaction has not been much in evidence yet, and the wild talk in some of the London papers which has been cabled here is mostly moonshine. There may be a temporary lull in trade, but there is nothing in the outlook to be anxious about, as is proved by the prospect of an immediate offer by the Canadian Pacific Railway Board of the balance of the unissued capital, which will be voted upon on the 30th inst. The position of affairs in New York has not assisted the local markets, and there has been some irregularity in prices this week, but it does not amount to much. San Paulo has been a good deal to the front, there being a big rise on the increased dividend. Coming quickly after the announcement of the projected increase in the common stock it caused a good deal of discussion, the method in which the dividend was declared being considerably criticised. It is now said that the Dominion steel coal litigation will certainly be carried to the Privy Council, and that a final judgment in the litigation may be expected by the summer of 1908.

Further Banking Results.

That the banks have done very well despite the monetary stringency of the present year is proved by the different statements published. Those of the Bank of Montreal have already been dealt with. The Merchants' has done very well, creating a new record in the matter of net profits at $473,144 for the half-year. The Bank of Ottawa reports earnings at the rate of 14.77 per cent., and has increased its liquid from 28.5 per cent. to 36.8 per cent. Powers have been given to increase the capital by $2,000,000. The Bank of Toronto reports earnings averaging 14.66 per cent. upon its capital, and furnishes a remarkable proof of the rapid expansion in the business of the Canadian banks. The singular thing is that whilst their profits continue to keep pace with their growing business the prices of bank securities remain at abnormally low levels. With an improvement in the financial situation here, however, there can be no doubt that investors will show an increasing appreciation of the attractive nature of these stocks, and that this will be reflected in market prices.

American Capitalists and the Canada Lumber Industry.

The attention already paid by American lumber men to the huge possibilities offered to their activities by Canadian forests has received the most careful consideration of those engaged in the lumber trade. Recent reports state that American capitalists are in Quebec buying timber limits at Bersimis, Thifedean, and at Lynds Cove. Another piece of evidence of the desire of American financiers to get a big footing in the Canadian lumber industry is the statement that the International Paper Co. of New York has terminated negotiations for the sale to it of a vast area of spruce lands in New Brunswick, said to aggregate no less than 550 sq. miles. The growing demand for Canadian pulp for paper purposes is shown in the report that the Harmsworths are taking over a property in Newfoundland where they will manufacture the supplies for their group of periodicals. If these proofs of the belief of home capitalists in the profitable nature of Canadian pulp and paper enterprises, supported by the results of the Laurentide Co., it is the more regrettable that the Imperial Paper Mills concern should have come to such an ignominious pass. It would surely have been different if the concern had been managed by Americans.

The Quebec-Union Negotiations.

It is stated that although there has been "no hitch in the negotiations" which have for their object the amalgamation of the Union and Quebec Banks, it is probable that the final stage in the fusion of the two institutions will not be reached yet awhile. Apparently those engaged in the negotiations wish to defer them to such time as a new issue of stock to bring up the capital of the amalgamated institution to $2,000,000 would be possible. It is likely that it may be some time before such an issue could be successfully issued. The proposal to amalgamate the two banks in question has been well received, as it is recognised that it would result in the creation of a very strong institution. It is understood that both banks have done very well during the present year.

The Insurance Bill and Its Prospects.

The measure to deal with insurance companies is now public property. It has been closely examined, and generally meets with approval. Whether it will become law as it is is very questionable, but it makes a satisfactory showing, and proves that the Government are resolved on doing something to at once check the abuses disclosed before the Insurance Commissioners. It is said that in addition to providing regulations to deal with excessive salaries, managerial contracts, commissions, rebates, and the investment of funds, standardisation of policies, etc., an attempt will probably be made to introduce a clause to make all foreign companies have their security deposits here in Canadian stocks and bonds. This would help to absorb a lot of floating bonds which have not yet found a home. A point to be remembered is that if the Bill becomes law there will be a lot of stock come on the market which it will not be possible to retain in the investment taxes of many of the companies. As, however, five or six years are given to adjust securities in accordance with the terms of the new Act, there will be plenty of time to realise these without distressing the markets.

The London Market.

LONDON, WEDNESDAY.

Since our last issue the course of markets has been rather irregular, the nervousness as to the relations of the United States and Japan, and the prospects of an early appeal by Germany having offset the good effect produced by the reduction in the bank rate to 6 per cent. The Continental Bourses were especially uneasy as to the American-Japanese developments, but Paris soon recovered its equanimity, and the better tendency was assisted by strong buying of Japanese bonds, and the favourable monetary developments here and in the United States. Consols have been, however, well over 84. American Rails were a fairly good market, on the whole the disappearance of the premium in currency and the resumption of cash payments having acted as a tonic. In the Canadian market there has been a further recovery in Canada threes. The market for the railway issues has been decidedly irregular, C.P.R.'s having fluctuated between about 158 and 163 as the extremes. A poor traffic for the last ten day's of the old year, a report of an accident, nervousness as to the fate of the *Mount Royal*, and Berlin sales have all tended to keep the advance in check, but the market has been very active, and the price is up about 2 on the week. Grand Trunks also recorded a poor traffic, and the market for these has been a little off, the ordinary and first preference showing in each case a decline from last week's levels. Quebec and Lake St. John Incomes, Alberta and one or two out of the way issues have, however, been in demand. Hudson's Bays broke badly on the publication of the results for the nine months to the end of December, and were at one time 71, but there was a recovery later, and allowing for the deducted dividend there is little change on the week. Western Canada's have been supported. With regard to the Canada Consolidated Cobalt Company which has achieved such unpleasant notoriety, it is stated that Sir Bevan Edwards and Sir Frederick Frankland have resigned from the directorate. We look for further interesting developments in connection with this remarkable concern.

Financial Items.

Christmas Business in Canada.—Merchants in the principal Canadian cities, West and East, report that, despite the much-talked-of financial stringency, a brisk Christmas retail trade was done, which showed substantial increases in some lines and only a small falling off in others.

New Issue.

A prospectus has been issued offering subscriptions for $1,500,000 of Five per Cent. First Mortgage Gold Bonds in Penmans, Limited, and these bonds are offered by the Bank of Montreal and Messrs. Coutts and Co. on behalf of the present holders as to $1,166,000 and the balance on behalf of the company, from which it would appear that the whole issue has not been underwritten. The company carries on the manufacture of blankets, woollen hosiery, etc., and is said to be the largest concern of its kind in the Dominion. The total value of the buildings, plant, machinery, water power, and real estate is placed at $2,040,229, and the value of the goodwill, trade marks, etc., is placed at $2,171,664, which appears somewhat disproportionate. $500 bonds are issued at £97 10s., which will show a return slightly over 5 per cent. on the investment. There are so many attractive Canadian investments at the present moment that an industrial debenture of this kind is hardly attractive. For instance, the 7 per cent. preferred issue of Canadian General Electrics seems to us to offer equally good security and a far better yield to the investor; and there are several high-class Canadian industrial bonds which can be bought to-day to yield 6 per cent. and over. The ordinary shares of Penmans stand at a very low price.

Answers to Correspondents.

A. E. M. (Eaton Square).—There is no necessity for immediate reply as the lists do not close before Friday. We refer to this elsewhere. Not a very attractive yield at the present time.

E. R. (Chelsea).—Debenture holders in the Imperial Paper Mills were certainly unfortunate; this is a different form of enterprise, but your opinion coincides with the remark that we make elsewhere.

T. S. R., INVESTOR, J. C., F. M. B., DEBENTURE.—See reply to "A. E. M." above.

W. S. R. (Bray).—This firm are not members of the London Stock Exchange—their advice seems good, but not their invitation to entrust them with a margin deposit. Never deal with outside brokers.

"POWER."—You can buy the few shares you want either through one of the Canadian banks who have branches or agents in England or through one of the Stock Exchange firms who make a speciality of Canadian business.

COBALT SHARES.

"Canada" only quotes the shares of those companies which are regarded as bona-fide mining undertakings. Their appearance in our list does not infer that we regard them as worth buying at the price quoted, but they are to be regarded (subject to weekly revision) as the standard Stocks in Cobalt securities.

The following were the quotations at Toronto on December 23:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Foster-Cobalt Mining Co....	$1,000,000	$1.00	.60	.58
Trethewey	1,000,000	1.00	.48½	.47
Buffalo Mines Co.	900,000	1.00	2.00	1.50
McKinley-Darragh-Savage Mines	2,000,000	1.00	1.00	.80
Cobalt Silver Queen.. ...	1,500,000	1.00	.68	.64
Green-Meehan Mining Co...	1,500,000	1.00	.10½	.9
Coniagas	4,000,000	5.00	4.05	3.80
Kerr Lake Mining Co. ...	3,000,000	5.00	3.75	—
University Mines	1,000,000	10.00	3.00	1.00
Nipissing Mines Co.(xd 3 p.c.)	6,000,000	5.00	6.37	6.00

CANADIAN RAILWAY REVENUE STATISTICS.

Name of Railway.	Ten Days Ending Dec. 31.	Compared with Corresponding Ten Days Last Year.	
		Increase.	Decrease
Canadian Northern.....	$235,900	$54,200	—
Canadian Pacific	$1,974,000	—	$94,000
Grand Trunk	£188,229	—	£8,557
Canada Atlantic.....	£9,642	£185	—
Grand Trunk Western	£31,374	—	£2,292
Detroit Grand Haven	£11,964	—	£897
Alberta	$4,001	$385	—
Mexican	$209,000	$21,800	—
Mexican Southern.....	$36,001	$2,840	—
Quebec Central (Dec 28)	$26,763	$1,505	—
White Pass and Yukon (two weeks)	$5,560	—	$1,113

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CANADIAN SECURITIES.

LATEST PRICES IN MONTREAL AND TORONTO.

BANKS.	Paid	Price per Share per $100.*
Bank of Brit. North America ...	£50	152
Bank of Hamilton	$100	183.185
Bank of Montreal	100	236
Bank of New Brunswick ...	100	270.275
Bank of Nova Scotia	100	276.279
Bank of Ottawa...	100	210.214
Bank of Toronto	100	210
Banque d'Hochelaga	100	136.138
Banque Nationale	30	120.125
Canadian Bank of Commerce...	50	163
Dominion Bank...	50	219
Eastern Townships Bank ...	50	150.152
Imperial Bank of Canada ...	100	215
Merchants' Bank of Canada ...	100	152.154
Metropolitan Bank	100	193.196
Molson's Bank	100	185.190
Quebec Bank	20	122.125
Royal Bank of Canada... ...	100	220.222
Sovereign Bank of Canada ...	100	99.103
Standard Bank of Canada ...	50	214.216
Traders' Bank of Canada ...	100	123.125
Union Bank of Canada ...	100	120.125
Union Bank of Halifax ...	50	178.182
LOAN COMPANIES.		
Agricultural Savings and Loan	50	121.124
British Columbia Permanent Loan and Savings	100	150
Canada Landed and National Investment	50	113.113½
Canada Permanent Mortgage ...	10	114
Canadian Savings and Loan ...	50	—
Cent. Canada Loan & Savings..	100	160.165
Dom. Savings and Investment	50	70.72
Hamilton Provident and Loan	100	118.120
Huron & Erie Loan & Savings..	50	174.176
Imperial Loan and Investment	100	71.74
Landed Banking and Loan ..	100	121.124
London & Can. Loan & Agency	50	98.100
London Loan	50	116.118
Montreal Loan and Mortgage...	25	140.150
National Trust of Ontario ...	100	148.150
Ontario Loan and Debenture ...	50	128.131
Real Estate Loan and Debenture	40	83.85
Toronto General Trusts ...	100	145.150
Toronto Mortgage	50	102.104
Toronto Savings and Loan ...	100	110.112
INSURANCE.		
British America	50	95.97
Canada Life	400	167.170
Confederation Life	10	270.280
Imperial Life	45	140.150
Sun Life of Canada	15	413.417
Union Life	100	150.155
Western	20	77.81
RAILWAYS, TRAMWAYS, LIGHT, AND POWER.		
Canadian General Electric ...	100	99
Consumer's Gas, Toronto ...	50	186
Electric Development of Ontario	100	40
Do 5% Bonds	100	74½
Halifax Electric Tramway ...	100	94
Hamilton Cataract Power, Light, and Traction	100	—
Havana Electric Railway ...	100	25
Do. 6% Preferred... ...	100	67
London Electric...	100	89.90
London Street Railway ...	40	—
Montreal Street Railway ...	50	190
do. do. 4% Bonds	100	95.99
Ottawa Electric Railway ...	100	—
St. John Railway	100	—
Toronto Electric Light... ...	100	115
Toronto Railway	100	100
Trinidad Railway	100	75.77
Twin City Rapid Transit ...	100	81.82
Winnipeg Electric St. Railway	100	124
MINING SHARES QUOTED ON THE LONDON MARKET.		
B.C. Development	1	⅛ 1
Le Roi	5	⅜ ¾
Le Roi No 2	5	1 3/16 1 5/16
New Nimrod	1	1/6 2/6
Tyee Copper	1	7/8 1 1/16
Ymir...	1	1/- 2/-
Casey Cobalt	1	1/32 1/32
Cobalt Townsite Silver... ...	1	⅛ ¼

* In Canada to facilitate business the actual denomination of securities is generally ignored and stocks and shares are quoted at so much % on an assumed par value of $100.

IRON, COAL, AND STEEL, &c.	Paid.	Price per Share per $100.*
Cariboo Hydraulic Mining ...	1	—
Consolidated Mines	100	95.100
Crow's Nest Pass Coal	100	275
Dominion Coal	100	42
Do. 7% Preferred	100	85 92
Do. 5% Bonds	100	97
Dominion Iron and Steel ...	100	13
Do. 7% Preferred	100	44
Do. 5% Bonds	100	71
Intercolonial Coal Mining ...	100	88.90
Do. 7% Preferred	100	—
Montreal Steel Works	100	75.82
Do. 7% Preferred	100	92.94
Nova Scotia Steel and Coal ...	100	58½
Do. 8% Preferred	100	108.110
Do. 6% Bonds	100	98.100
MISCELLANEOUS.		
Bell Telephone	100	127
Do. 5% Bonds	100	105.107
Canada North-West Land ...	25	450
Do. 6% Preferred	60	—
Canadian Coloured Cotton Mills	100	49.53
Do. 6% Bonds	100	96.100
Canadian Salt 7% Preferred ...	100	—
Dominion Telegraph	50	112.115
Dominion Textile 7% Preference	—	79.80
Do. 6% Bonds, Series "A"	—	80.83
Dunlop Tyre 7% Preference ...	100	—
Lake of the Woods Milling ...	100	77
Do. 7% Preferred	100	104
Do. 6% Bonds	100	103
Laurentide Paper	100	82
Do. 7% Preferred	100	106
Do. 6% Bonds	100	110.113
Montreal Cotton	100	108.115
Montreal Telegraph	40	132.137
Niagara Navigation	100	104.106
Northern Navigation	100	91.93
Ogilvie Flour Mills	100	250
Do. 7% Preferred	100	114
Do. 6% Bonds	100	115
Ontario and Qu'Appelle Land...	40	100.105
Richelieu & Ontario Navigation	100	59⅜.62
Rogers, W. A., 7% Preferred ...	100	—
St. Lawrence & Chicago Navigation	100	124.125

*CANADIAN SOUTH AMERICAN SECURITIES.	Paid.	Prices.
Havana Electric Railway 5% Bonds	$1,000	83.87 nom.
Mexican Light and Power 5% Bonds	$500	86½.87
Do. do. Shares	$100	50.52
Mexican Electric Light 5% Bonds	$500	75 77xd
Mexico Tramways 5% Bonds...	$500	82½.83½ %
Do. do. Shares...	£100	05.6>
Port of Para 5% Bonds ...	£100	79.81xd
Rio de Janeiro Tram, Light and Power 5% Bonds ...	$500	76.76½xd
Do. do. do. Shares	£10	37½.38½
Sao Paulo Tram, Light and Power 5% Bonds... ...	$500	92.93½ %
Do. do do. Shares	£100	115½.118½xd

*As supplied by Messrs. Dunn, Fischer & Co., 41, Threadneedle Street, E.C.

International Portland Cement.—This company has declared a dividend at the rate of 5 per cent. for the half year ending November 30, which makes the total return for the financial year up to that date 10 per cent.

Imperial Bank Stock.—In their weekly market letter, Messrs. Jaffray and Cassels, of Toronto, say:—"There has been a striking recovery of 20 points in the price of Imperial Bank Stock. The movement indicates that the decline was due to some holders, unable to borrow, being forced to sell. The decline attracted an active demand, another indication of a plentiful supply of funds seeking investment, but waiting for bargains. This demand furnishes an excellent support to the general market at the present level, so that unless new adverse factors arise there should be no fear of further severe depressions."

Steel v. Coal.—Another stage in this legal duel has been fought before the Supreme Court of Nova Scotia. The decision was not known when the last mail left, but it is understood that, whatever it may be, the disputants will eventually ask the Privy Council to give a verdict upon their respective claims. This would probably mean that the ultimate stage of this quarrel will be reached about the middle of the year.

Bank Clearings Lesson.—Our latest advices are to the effect that the bank clearings have at last shown a heavy decrease, the falling off for the period in question amounting to $12,000,000, as compared with 1906. But as $9,200,000 of this is due to Montreal, and Toronto is $3,500,000 behind, these statistics are not really at all alarming, for exceptional conditions apply to both these cities. That trade is really in quite a healthy condition is proved by the clearings from other centres. Winnipeg, for instance being $2,000,000 (16 per cent., higher than for the corresponding period of the previous year.

"An Absurd Statement."—In his latest communication the Toronto correspondent of the Canadian Agency, Ltd., says: "The statement in a London newspaper that Canada is poverty-stricken is absurd. The world-wide monetary stringency has operated here to check municipal and private undertakings, but beyond a normal reaction in trade, which is sure to be shortlived, as far as this country is concerned, we are as happy and as prosperous as ever. Now that we have become accustomed to a slowing down in the industrial world, we hear very little of any real and widespread distress. Figures are apt to be delusive, especially when given out by labour bureaux, and any reports of distress among the unemployed in Canada should be accepted with considerable reserve."

Canadian Railways Record for 1907.—It is worth noting that in its review of the markets for Canadian railways during 1907, the *Financial Times* sees eye to eye with *Canada*. It says: "Of the two principal railways the Grand Trunk emerges with by far the best record. Generally speaking, the prosperity of the Dominion has suffered no appreciable set-back. The price of Canadian Pacific Railway Ordinary, however, was unduly inflated to start with, and the knowledge of this fact, coupled with the dependence of the stock on the New York and Berlin markets, soon caused it to come down with a run when those centres were acutely depressed. Grand Trunks have been to a certain extent affected by the same influences, save that there was no previous inflation to get rid of. Only the disappointing finance of the June report led to the fall. Had the directors paid the full 4 per cent. on the Third Preference, as they undoubtedly could have done, there can be no doubt there would have been a material improvement in the quotations of Grand Trunk issues, despite the deadening influence of markets generally."

Municipal Bonds. — Recent mayoralty elections will be viewed with favour, and now that western municipalities are taking a more serious view of their responsibilities and a more modest estimate of the present value of the securities they have to offer to prospective bond buyers they are far more likely to excite the attention of the British and foreign investor. Leading Canadian financial authorities were among the first to point out, by comparison between the assessment of many towns in Eastern Canada with those in a far less settled area in the West, how extravagant were the ideas entertained by many of the amateur financiers who gain undue influence in the newer municipalities. Farming and finance are two different propositions. It is true that in Eastern Canada there are glaring differences in the assessments of some towns, and the nature of the security with which they can attract a large loan at a low rate of interest; but, speaking generally, much of the difficulty which they are now experiencing is due to western cities and towns having made their assessment out of proportion to their population or their reasonable prospects for advancement. The elections in Winnipeg, Edmonton, Calgary, Vancouver, and other prominent Canadian cities and towns, show that a more conservative financial policy will be adopted. The result is likely to be a much larger investment of British and foreign capital.

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The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $5,000,000 (£1,027,397).**

President—B. E. WALKER. **HEAD OFFICE—TORONTO.** General Manager—ALEX. LAIRD.

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Cranbrook	Kamloops	New Westminster	Vancouver (3 offices)
Creston	Ladysmith	Penticton	Victoria
Dawson	Mission City	Prince Rupert	White Horse
Fernie	Nanaimo	Princeton	
Greenwood	Nelson		

WESTERN PROVINCES

Bawlf	Hardisty	Melfort	Saskatoon
Brandon	High River	Moose Jaw	Stavely
Calgary	Humboldt	Moosomin	Stony Plain
Canora	Innisfail	Nanton	Strathcona
Carman	Innisfree	Neepawa	Swan River
Claresholm	Kamsack	Nokomis	Treherne
Crossfield	Kenville	N'th Battleford	Vegreville
Dauphin	Kinistino	Norwood	Vermilion
Drinkwater	Langham	Pincher Creek	Vonda
Durban	Lanigan	Ponoka	Wadena
Edmonton	Lashburn	Portage la Prairie	Watson
Elgin	Leavings	Prince Albert	Wetaskiwin
Elkhorn	Lethbridge	Radisson	Weyburn
Gilbert Plains	Lloydminster	Red Deer	Winnipeg (8 offices)
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Grandview	Medicine Hat		

ONTARIO AND QUEBEC

Ayr	Fort Frances	Ottawa (2 offices)	Simcoe
Barrie	Fort William	Paris	Stratford
Belleville	Galt	Parkhill	Strathroy
Berlin	Goderich	Parry Sound	Toronto (10 offices)
Blenheim	Guelph	Peterboro'	Toronto Junction
Brantford	Hamilton	Port Arthur	Walkerton
Cayuga	Kingston	Port Perry	Walkerville
Chatham	Latchford	Quebec	Waterloo
Cobalt	Lindsay	Rainy River	Wiarton
Collingwood	London	St. Catharines	Windsor
De Lorimier	Montreal (2 offices)	Sarnia	Wingham
Dresden	Orangeville	Sault Ste. Marie	Woodstock
Dundas		Seaforth	
Dunnville			

MARITIME PROVINCES

Alberton	Charlottetown	Parrsboro'	Summerside
Amherst	Halifax	St. John	Sydney, C.B.
Antigonish	Middleton	Shelburne	Truro
Barrington	Montague	Souris	Windsor
Bridgewater	New Glasgow	Springhill	

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The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the North-West Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 460,000

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A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

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H. STIKEMAN, General Manager.

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Battleford, Sask.	" Barton St.	Rossland, B.C.
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Bobcaygeon, Ont.	Hedley, B.C.	St. John, N.B.
Brandon, Man.	Kaslo, B.C.	" Union St.
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Duncans, B.C.	" St. Catherine St.	Winnipeg, Man.
Estevan, Sask.	N. Vancouver, B.C.	Yorkton, Sask.
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Greenwood, B.C.	Ottawa, Ont.	

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ASSETS, over $31,000,000.

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Correspondents throughout the World.

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The financial strength and careful management of this institution, which has been established since 1874, warrant your confidence.

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BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,260,274 Sterling. Undivided Profits, £86,854 0 0

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HEAD OFFICE, MONTREAL - - - E. S. CLOUSTON, *General Manager.*

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and Sub-Branch,
HAMILTON, Ont.
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Lunenburg, N.S.
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Point St. Charles.
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Port Arthur, Ont.
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Port Hood, N.S.
Port Hope, Ont.
QUEBEC,
and Sub-Branches.
,, 125, St. Peter St.
,, Upper Town.
Raymond, Alta.
Regina, Sask.
Rossland, B.C.
Rosenfeld, Man.
St. John, N.B.
S. Mary's, Ont.
Sarnia, Ont.
Saskatoon.
Sawyerville, Que.
Shediac, N.B.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
TORONTO, Ont.,
and Sub-Branches.
,, Carlton and
Yonge Streets.
,, Queen and Port-
land Streets.
,, Richmond Street.
,, Wellington Street.
,, Yonge Street.
Trenton, Ont.
Tweed, Ont.
Vancouver, B.C.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
WINNIPEG, Man.,
and Sub-Branches.
,, Fort Rouge.
,, Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland
Birchy Cove.
St. John's.

In United States.
NEW YORK,
31, Pine Street.
CHICAGO,
Cor: La Salle and
Monroe Street.
SPOKANE,
State of Washington

In Mexico.
CITY OF MEXICO

Correspondence in United States.

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BUFFALO—The Marine Bank.
NEW ORLEANS—Whitney Central National Bank.
PHILADELPHIA—Bank of North America.
SAN FRANCISCO—First National Bank of San Francisco.

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London Committee:—Rt. Hon. Lord STRATHCONA and MOUNT ROYAL, G.C.M.G., THOMAS SKINNER, Esq., and ALEX. LANG, Esq.
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Alvinston
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Belleville
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Bothwell
Brampton
Chatham
Chatsworth
Chesley
Creemore
Delta
Eganville
Elgin
Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Markdale
Meaford
Mildmay
Mitchell
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. George
St. Thomas
Tara
Thamesville
Tilbury
Toronto
Walkerton
Watford
West Lorne
Westport
Wheatley
Williamstown
Windsor
Yarker

Quebec

Montreal (Head Office) St. James St.
,, 1255 St. Catherine St. E.
,, 310 St. Catherine St. W.
,, 1330 St. Lawrence Boul.
,, Town of St. Louis
Beauharnois
Lachine
Quebec
,, St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Jerome
St. Johns
St. Jovite

Manitoba

Brandon
Carberry
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Griswold
Macgregor
Morris
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Oak Lake
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Russell
Souris
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Calgary
Camrose
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Daysland
Edmonton
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Red Deer
Sedgewick
Stettler
Tofield
Vegreville
Wetaskiwi

Saskatchewan

Arcola
Carnduff
Gainsborough
Maple Creek
Oxbow
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British Columbia

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AGENCY IN UNITED STATES—NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY, Agent.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 119 Branches of THE MERCHANTS' BANK OF CANADA.

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Banking, Insurance and Finance.

The Monetary Outlook.

Although it may seem somewhat venturesome at this stage to endeavour to forecast the course of the Money Market during 1908, the subject is of such paramount importance that we propose to offer a few remarks upon the outlook, taking conditions as they are now for the basis of our opinions. At the turn of the year our own Bank rate stood at 7 per cent., but on the 2nd inst. the Central Institution felt justified in reducing it to 6 per cent., being influenced in this course by the return of funds from the interior of the United States to New York, and the welcome improvement in the position of the American banks, another reason being the decline in the premium on currency there to the vanishing point. At this season of the year there is always a marked return of cash to New York, whilst in this country the money withdrawn for the Christmas holidays comes back to London. The Bank has secured the best part of the recent gold arrivals, and although provision will have to be made for South American requirements and the necessities of India, it is hoped that the United States will soon be able to return us a portion of the gold recently borrowed here and that we shall be in a position to liquidate early in the year our liabilities to the Continent. These factors all make for an amelioration of financial conditions here, and the Discount Market is apparently of the opinion that the Bank rate will be reduced to 5 per cent. in the course of the next month, whilst it is hoped that an even lower level may be reached in the spring, provided no unforeseen developments arise. Enquiries in financial circles show that the opinion is held by well informed people that money may quite possibly be very cheap in the United States later on owing to the industrial decline which is now in progress, and this, of course, would have a very pronounced effect upon London, the resources of which would also be increased by the trade reaction in this country, of which we already have indications. There is indeed ample evidence for the view that the course of money in this country will be much less onerous in 1908 than it was in the year just ended, but it must not be forgotten that there is a large accumulation of new issues waiting to be launched so soon as monetary conditions warrant an appeal to the investor.

* * *

Suggestive Statistics.

It is cheering to note from the Bank Statement for November that the position in the Dominion continues to improve. In the month under review Call and Current Loans in Canada and elsewhere contracted to the extent of $18,600,000, whilst deposits were reduced by $17,262,000, so that on balance the banks gained something like $1,300,000 in a period which has been described by one economist "as the most trying month known since 1893." An indication of the trend of events in the financial world of Canada during the year just ended is afforded by a scrutiny of the chief items. Deposits on demand in Canada and elsewhere on the year have shrunk $30,857,905—nearly $18,000,000 of which was in November—as we have seen, but deposits on notice are $8,594,581 higher, so that the transfer from the one account to the other makes the net decline in total amount of deposits $22,263,324. Notwithstanding, however, all the difficulties with which they have had to contend, the sum at present due to the banks on call loans is $10,707,069 higher than it was a year ago, whilst the amount loaned on current account is $32,201,512 in excess of the total in the corresponding month of 1906. To the extent of $31,233,554 the banks have been able to do this by calling in foreign call and current loans, the respective totals having been decreased by, respectively, $19,721,042 and $11,512,512. Circulation at $84,452,899 is $3,943,542 higher than it stood at in November, 1906, in which month it contracted by $4,298,320. We must await the figures for the last month of the year before we can form a complete comparison of 1906 and 1907, but the statistics before us are certainly sufficient to silence those Canadian critics who have been harping during the last six months on the policy of lending Canadian capital abroad. Whilst, notwithstanding world-wide monetary disturbance, deposits abroad have only been reduced by $7,996,411, the Canadian Banks have been able to recall for use in the Dominion a total of no less than $31,233,554 with which to meet the demands of an abnormal harvest. It must be admitted that such statistics speak eloquently of the confidence reposed in Canada and its banks by "foreign" investors—we use the term in its comparative sense—and the prescience of Canadian bank directors and managers. After the experience of the past few months we shall probably hear less of the pettifogging Canadian economists who would have the whole of the funds of the banks locked up in the Dominion—a course which would appeal to all managers who were content to pile up large profits and neglect the onerous responsibilities imposed upon them as the trustees of the Dominion's finances and credit. It would be a sorry day for Canada if the views of these—we will be charitable and call them short-sighted—publicists were to be adopted, which, fortunately for everyone concerned, they will not be.

The Insurance Bill.

It is gratifying to learn that the new measure which has been presented by Mr. Fielding to the Dominion Parliament and which, it is to be hoped, will be speedily translated into an Act and made operative, has, on the whole, met with the approbation of both the companies and the public. We have frequently dealt with the conditions which necessitated the introduction of this Bill, and need only now refer to its principal points. The different sections deal with the question of rebates, salaries, and commissions, the most important, of course, being that relating to the question of investments. It is proposed to restrict the securities in which the companies may invest their funds to bonds which have paid their interest regularly for five years; to debentures that have done so for seven years without default; whilst preferred issues must have paid not less than 4 per cent. interest annually for seven years; and common stocks at the rate of 5 per cent. for the ten years immediately preceding the investment. It is laid down also that no company shall hold more than 20 per cent. of the securities of any particular concern. On the whole, this effort to curb unprincipled directors—and fortunately the inquiry showed that their number is but few—has met with the approbation of the general and financial Press in Canada. We notice that a London contemporary criticises the endeavour of Mr. Fielding to put a wholesome restraint on the powers of directors in the investment of the funds entrusted to them by the policy holders. We agree with our contemporary that it is regrettable that it should be found necessary to impose these restrictions, and that a higher average rate of interest would be obtainable if the companies were left unfettered in this important matter, as they are in this country. Unfortunately, the results of the recent inquiry in Canada proved beyond all shadow of doubt that although the probity of the majority of the directors and managers was beyond dispute, there was a small and unprincipled coterie who cannot be left uncontrolled, and the Act is designed for the frustration of their knavish tricks.

* * *

Safety of Capital *v.* High Interest.

Conditions in Great Britain and in Canada are not altogether analogous, and in considering the somewhat drastic measure introduced we must not overlook this fact. Once upon a time the defalcations and fraud of a small minority of trustees necessitated the imposition of even more hard and fast regulations than those proposed in the present Bill. The same argument as that advanced by our contemporary would apply to trust funds. A much higher average rate could be obtained if trustees still possessed a free hand in the administration of their funds—which very fortunately for the sake of beneficiaries they do not. And ninety-nine out of a hundred trustees would not abuse their powers—but the 100th? It is to restrain the 1 per cent. of black sheep that the present Bill has been drafted. We regard the position of the directors of a Life Insurance Company as absolutely analogous to that of a trustee. The safety of the capital is of infinitely greater importance than an extra ½ or 1 per cent. of interest, and every level-headed business man must take the same view. With regard to the attempt to limit the number of classes into which life insurance is divided, we agree with our contemporary that this is quite unnecessary. The trend of events is all in the opposite direction, as we showed in our issue of December 28. Why such a clause should have been introduced into the Bill now before the Dominion Parliament is difficult to conceive. The circumstances and contingencies of the ordinary business man's career are so complex that the efforts of the companies to give him a greater number of forms of policy, and to increase the options at his disposal, or those of his beneficiaries, at maturity of the policy had been approved by all in close touch with insurance developments. This attempt to standardise policies in Canada will probably not prove successful. It is not needed and is distinctly opposed to the interests of those who form the vast majority of policy-holders in Canada, as elsewhere.

A Blue-book containing correspondence concerning the negotiation of the French commercial treaty with the Dominion has been printed for presentation to the Canadian Parliament. It is shown, in a letter from the Hon. W. S. Fielding, Minister of Finance, to Sir Edward Grey, that Sir Wilfrid Laurier arranged with the Foreign Office for negotiating the treaty before any steps were taken with France. On August 22 Mr. Fielding, writing to the Secretary of State for Foreign Affairs, asked him to facilitate the formal steps for the completion of the treaty after the draft had received his formal approval and to arrange the necessary authority to the Ambassador and the Canadian Minister for signing the instrument.

Mr. W. A. Sims, of 15, Fitzjames Avenue, West Kensington, calls attention to the delay in the payment of money-orders received in Great Britain from Canada. He cites a case in which an order received on the evening of December 29 could not be cashed on January 3 on the ground of "no advice."

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Weekly Reports from the Mining Districts.

"Canada" is supplied with the most accurate and reliable information from every point of importance in the Canadian Mining Districts by its own Special Correspondents.

COBALT.

Shipments during the week ended December 21 were:—

	Pounds.
Hudson Bay	64,000
Kerr Luke	43,700
La Rose	43,730
Nipissing	130,599
Nova Scotia	181,000
Total (231 tons)	463,029

The Temiskaming is stated to have struck another metal vein of about six inches in width in the crosscut at the 200ft level. This makes three very rich veins in 60ft. in the crosscut.

Though the shipments of ore from Cobalt in November were 100 per cent. greater than any previous month, it is expected that the camp is but in the beginning of its career as a producer. In addition to the shipments of 2,500 tons in November, about thirty car loads of high grade ore were held over by several of the mining companies owing to the difficulties with the smelters

The end of the year will see several Cobalt mines make their first shipments. It is announced that the Watts and Cobalt Lake Mining Companies each would send out a car. The Watts people will have their ore treated in New Jersey smelters, while the Cobalt Lake ore will go to Copper Cliff.

The La Rose mine is reported to have over $8,000,000 worth of ore in sight and the Coniagas has an estimated reserve of $5,000,000.

ROSSLAND.

The following shipments of ore have been made:—

	Week ending Dec. 14.	Week ending Dec. 21.
Centre Star	4,347	4,652
Le Roi	2,109	2,084
Le Roi No. 2	669	661
Evening Star	30	30
Total	7,155	7,427

BOUNDARY.

Ore shipments have been made as follows:—

	Week ending Dec. 14.	Week ending Dec. 21.
Elkhorn	16	—
Duncan	19	—
Riverside	—	21
Total	35	21

SLOCAN-KOOTENAY.

Shipments of ore were:—

	Week ending Dec. 14.	Week ending Dec. 21.
Sullivan	600	600
La Plata	24	49
La Plata, milled	375	—
St. Eugene	754	479
Whitewater	23	46
Whitewater, milled	560	280
Poorman, milled	250	250
Queen	19	25
Queen, milled	185	185
Eva, milled	230	230
Second Relief	26	—
Second Relief, milled	145	145
Silver Dollar, milled	250	250
North Star	96	64
Vancouver	21	20
Vancouver, milled	600	—
Ruth	66	—
Standard	23	—
Rambler-Cariboo	63	42
Arbington, Slocan	—	31
Reco	—	42
Yukon	—	30
Krao	—	26
Highland-Skeena	—	1
Other mines	—	—
Total	3,694	3,421

If the lead bounty is renewed there is little doubt that the Slocan and East Kootenay generally will do very much more mining next year than has been the case in the past twelve months, despite the disparity in metal quotations.

THE YUKON.

"The largest undeveloped copper deposits in the world, I believe, lie up in the Yukon," said Dr. Thompson, the representative of the Yukon in the Canadian House of Commons recently, "some 200 miles from White Horse, and about 125 miles from Dawson. The copper is of good quality, too, and there is no doubt of an immense undertaking being built up in that country."

TYEE.

The Tyee smelter has temporarily suspended operations. Shortage of ore is the main cause of the stoppage, and this is directly traceable to the stringency in the American money market. The mines are working steadily, and the smelter company is making ready for more prosperous times by making needed improvements.

QUEEN CHARLOTTE ISLAND.

Mr. Furukawa, the proprietor of the Ashio Copper Mine, has lately taken an interest in the Queen Charlotte Island Copper Concession. A certain Mr. Awaya, who had already obtained some claims from the British Columbian authorities, has now, it is reported, taken Mr. Furukawa into partnership, and two engineers are on the spot, inspecting the properties on behalf of the association. A syndicate is being formed with a capital of 3,000,000 yen to exploit the mine.

NICOLA VALLEY COAL MINING.

Specimens of bituminous coal from the Diamond Vale Co.'s workings in the Nicola Valley indicate the progress of coal mining in that district. This is the second large company at work, and the first to approach the seam through a shaft. Coal was struck at 70ft., and while commercial shipments will be made from this vein of 6ft., the shaft will be continued to the 100ft. level, where another large seam is located.

NOVA SCOTIA.

The Acadia Coal Co., Ltd., have had a very successful year, and the sales of the Company amount to about 330,000 tons, or an increase of 56,000 tons over 1906. A prominent official of this Company has stated that, had it been possible to obtain the necessary skilled labour, and to have induced the men who were employed to work more steadily, a much larger increase would have been the result.

The richness of the gold ore of Nova Scotia was attested by a report made to the Mines Department recently. Mr. J. B. Foster brought in from the Oldham mine 155 ounces of gold, the result of ten days' work. This yield was from thirty tons of quartz, which was mined at a depth of 1,200 ft. The lead, which yielded about two ounces to the ton when uncovered is now yielding more than five ounces at the depth of 1,200 feet.

MIXED MINING IN HASTINGS COUNTY.

While Cobalt is the seat of the silver mining industry and Sudbury and Copper Cliff that of nickel and copper, the Hastings district is to be the chief centre of the arsenic, corundum, marble, sodalite, mica and rock cement industries. The cement industry is situated at a rocky point three and a half miles east of Belleville, where there is a supply of the best quality of plaster rock, and clay of suitable quality. One plant is already shipping 2,000 barrels of cement a day, and another to produce 6,000 barrels a day is being built.

Several mica mines exist in Oddington County, one of which is said to be the largest in the world. The value of the products of this one mine at the present time is over $2,000,000.

There is a good deal of activity in the corundum mines and mills, and large shipments are being made, and several cars of sodalite from the quarry near Bancroft have lately been forwarded to New York, also a considerable quantity of marble.

The Deloro Mining and Reduction Company is treating the arsenical ores from Cobalt. The establishment of this plant is likely to lead to the working of the mispickel mines in the district for gold and arsenic. The gold values run up to $7 per ton, and arsenic can be produced at $15 to $20 per ton, which leaves a very handsome margin of profit.

ASBESTOS IN QUEBEC PROVINCE.

Asbestos prospectors are active in the vicinity of Eastman, Province of Quebec, where, according to reports, some fine specimens of asbestos have been secured. It is said that as much as $50,000 has been paid for certain claims.

PETROLEUM DISCOVERED IN QUEBEC.

A discovery of petroleum has been made at St. Paul D'Abbotsford, Quebec. In several other parts of the county of Rouville wells exist that are so strongly impregnated with the smell and taste of petroleum that the cattle refuse to drink the water, which goes to show that the recent discovery may be the actual opening of a new oilfield.

BRITISH COLUMBIA'S MINERAL OUTPUT FOR 1907.

The Agent-General for British Columbia is in receipt of the following cablegram from the Mining Department of that province of Canada:—"An approximate mineral production during last year: Gold, $4,830,000; silver, $1,850,000; copper, $7,680,000; lead, $2,310,000; coal $6,500,000; coke, $1,360,000; miscellaneous, $1,200,000; total, $25,730,000. This compares with a total mineral production for 1906 valued at $24,980,546.

Smelter Receipts.

The following amounts of ore have been received at the smelters:—

	Week ending Dec. 14. tons.	Week ending Dec. 21. tons.
Trail	6,151	6,194
Le Roi, Northport	2,171	2,168
Marysville (estimated)	600	675

Mining Returns.

Le Roi No. 2.—Cablegram from the manager at Rossland: "Josie Mines report for last month—Shipped, 2,750 tons. The net receipts are $34,010 (£7,012), being payment for 2,956 tons shipped, and $964 (£199), being payment for seventy-four tons concentrates shipped. In all, $34,974 (£7,211)."

Crow's Nest Pass Coal Co.—The output for the week ending December 20 was 22,051 tons; daily average 3,675 tons.

The report of Professor W. G. Miller, the Ontario Provincial Geologist, on the Abitibi Lake field, shows that the highest fire assays of samples of gold ore from the district gave only three dollars and forty cents per ton.

The output of mines and mineral works in Ontario last year was valued at $22,388,383, an increase of 25 per cent.

The corundum mill at Craigmont, Hastings county, has been closed down for four months. About two hundred men were thrown out of employment. Demand for corundum at present is limited and only a few days ago a $7,000 order from an American firm was cancelled.

The deposits of gypsum at Grande Prairie have been taken over by an American firm. About 200 men will be employed at the mines.

Answers to Correspondents.

PLOUGHMAN (Ipswich).—We should recommend you to book through to Winnipeg, though men of your class can readily find work in Eastern Canada in the early spring.

E. G. B. (Birmingham).—Unless you have friends to go to, or work waiting, you should not sail before the end of March. Emigrants must possess £10 in cash on landing, or are liable to deportation under the existing regulations of the Canadian Government.

MACHINIST (Sheffield).—Montreal is the principal manufacturing centre of Canada. Steamships commence running direct to that port in April, but unless you book as a second-cabin passenger you will be compelled to land at Quebec and go on by rail the distance of 160 miles.

M. J. W. (Hull).—We quite appreciate the point you raise, but these few maps had to be offered first to subscribers on our book. In one of our investment supplements we gave the prices for a number of farms in Nova Scotia, which showed the price improved land was selling at. If you write to Mr. A. S. Barnstead, Secretary Industries and Immigration, Parliament Buildings, Halifax, N.S., he might have such a map as you require.

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SPECIAL CANADIAN EDITION.

ENGINEERING AND MACHINERY

SPECIAL INFORMATION FOR CANADIAN BUYERS
REGARDING BRITISH STANDARD MANUFACTURES

Suggestions for British Exporters.

THE NECESSITY FOR DIRECT REPRESENTATION.

(From a Special Correspondent.)

IT is satisfactory to note that *Canada* is not alone in its appreciation of the possibilities that are offered for the extension of British trade in the Dominion, and. as certainly, the opinions it expresses regarding the methods which should be adopted by British manufacturers to cultivate the market that exists are regarded by other well-informed authorities as being just and well founded.

The strangely apathetic attitude adopted for so long by the British manufacturer, which seemed to say, "Buy what I make or go elsewhere," and which, growing out of the undisputed supremacy of British trade, had become almost proverbial, has during the last few years almost ceased to rule; but, for all that, it must not be believed that British enterprise is by any means what it should be even yet. The *Monetary Times* of Toronto, in a recent issue, voices the sentiment of the Dominion of Canada on this subject by saying that "The complaint from Canada is not so much that British trade methods are obsolete as that British interest in the upbuilding of strong and remunerative commercial relations with that country has hitherto appeared apathetic."

The Assured Future.

Canadians are great believers in the future of their country, and in the light of the events of the last decade they may well be so. Ten years ago the prophecy of Sir Wilfrid Laurier, that by the end of the twentieth century the population of the Dominion would equal the 80,000,000 of the United States, would have excited derision; to-day. amongst those who are best informed as to the inherent possibilities of the country, it is in more danger of being passed over as a truism; and it is to securing a firm foothold in the market while the country is yet young that British enterprise must be directed.

We may quote again from the same contemporary the pregnant remarks that "A new country is often in trade matters in an enviable position. As a suppliant she need not pose. So many nations are eager for its business that the new country may pick and choose. Those who want business must seek it. The days when the buyer sought the seller is past. Scores of firms in Britain could increase their Canadian trade from 25 to 100 per cent. were they to exhibit more enterprise."

Personal Representation Necessary.

The keynote of the situation is the need for adequate representation on the spot, coupled with thorough understanding by the manufacturers themselves of the vital importance of the many apparent trivialities the observance of which aid so greatly in establishing trade in Canada. One firm of British manufacturers, whose Canadian trade is growing so rapidly that it is now regarded as a most valuable branch of their business, have found that they could effect ready sales by taking all the bother of details off the shoulders of their Canadian customers. The mere fact that the prices they quoted were for goods laid down at their customer's door enabled their agent to make sales in quarters where until then they had had no chance.

The quality of British goods is unquestioned, and it is greatly that assurance of good value for money spent which is at the bottom of the preference displayed in the Dominion for purchasing from Britain. The present is a most opportune time for the cultivation of that preference. Year by year thousands of Britishers are emigrating to and making their homes in Canada. Naturally, they prefer to purchase goods of the quality of which long experience has given them absolute assurance, but unless those goods are to be readily purchased they will soon turn to other, and to them newer, makes, and the old advantage will be lost. Time was when the departure of an emigrant from Britain to the colonies was not regarded as the loss of a customer, but rather as meaning that a new outlet for trade was being created, and the same enterprising view should be held to-day when the volume of emigration is greater than ever before.

Need of Detailed Information.

Knowledge of the conditions which obtain is, however, absolutely essential to success. The reports of Commissioners sent out by the British Board of Trade, although they must be of inestimable value, cannot possibly supply the intimate, technical details in each department which are so vitally necessary for the success of every branch of overseas trade. The first-hand knowledge of specialists is essential, and it cannot be too strongly pointed out that this can only be gained by the appointment of capable agents on the spot.

Yet, in making such appointments, great care must be exercised. In too many instances agencies are held by firms who have no intention of seeking trade for many of their principals, rather regarding the possession of an exclusive agency for each fresh firm as an excellent method of disposing of a probable competitor; and it is obvious that this undue multiplication of agencies, while it cannot be too strongly reprobated, must be as keenly and watchfully guarded against by the British principals.

The Aid of Advertising.

Judicious advertising, too, is as necessary a factor to success as capable representation. Representation is necessary to secure sales, but advertising is as necessary to popularise the name of the goods in the market. Here, again, the unscrupulous holder of a multiplicity of possibly conflicting agencies is often able to defeat the object of the necessary expenditure. Too often the whole manipulation of the advertising appropriation is left in the hands of the agents, with the not infrequent result that the money is spent in giving publicity to the name of the merchant rather than to that of the goods of the manufacturer, and it is possible that much of the disappointment sometimes experienced is engendered in this manner.

Personal investigation of the situation is the only means by which commercial success can be assured, and it is one of the most satisfactory features of the situation that those who do thus personally investigate return with strengthened assurance of the existence of great possibilities.

Pig iron exports to the United States and Canada from the United Kingdom increased from 114,000 tons in 1906 to over 275,000 tons during 1907.

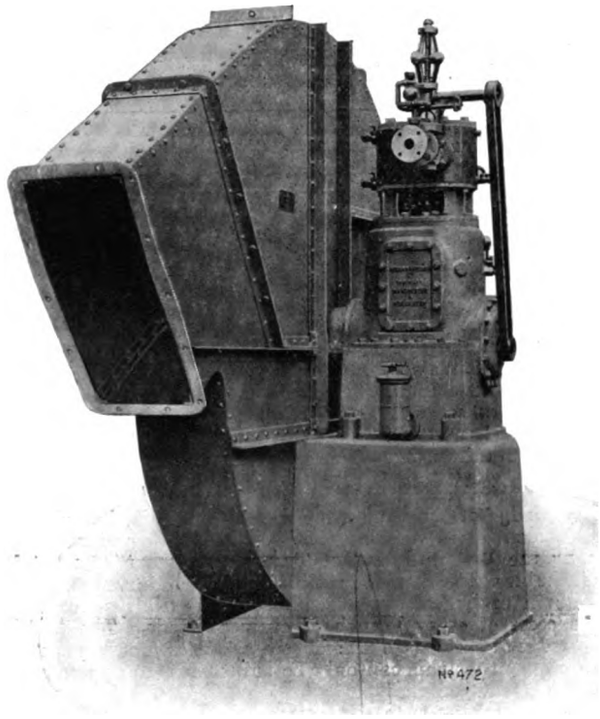
A vice having a swivel jaw for gripping taper work, and suitable for engineers and metal workers, is the latest development of the "Perfect" vice made by J. Parkinson and Son, of Shipley, Yorks.

Messrs. Whittaker and Co., Ltd., clay-working machinery manufacturers, of Accrington, Lancashire, have recently issued a more than usually interesting illustrated catalogue of their machinery. This catalogue, which takes the form of a cloth-bound book of nearly one hundred pages, is published in excellent style, and is profusely illustrated with high-class cuts of the firm's patent grinding mills and brick machinery, and also contains a large number of views of the interior of their works, and should prove of great interest to everyone interested in brick manufacturing. Messrs. Whittaker are taking steps to increase their Canadian trade, and this new book should prove of much assistance to them in that effort.

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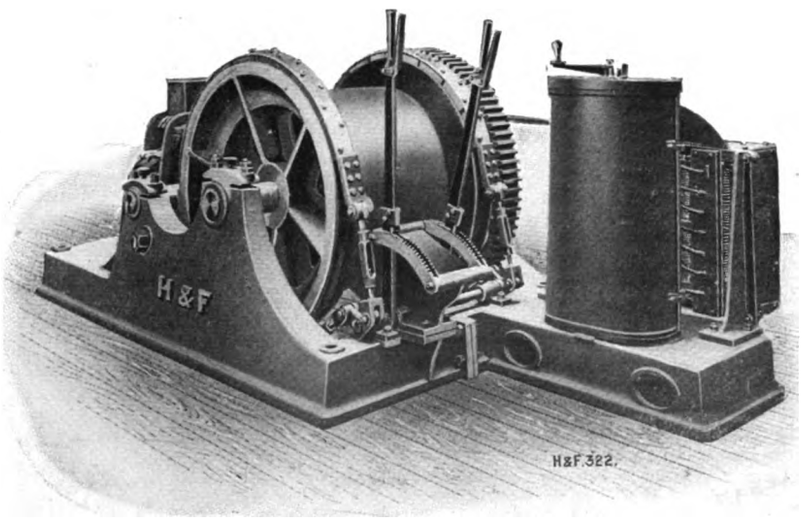
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New G.T.R. Shops at Stratford, Ont.

A 120-ton Travelling Crane.

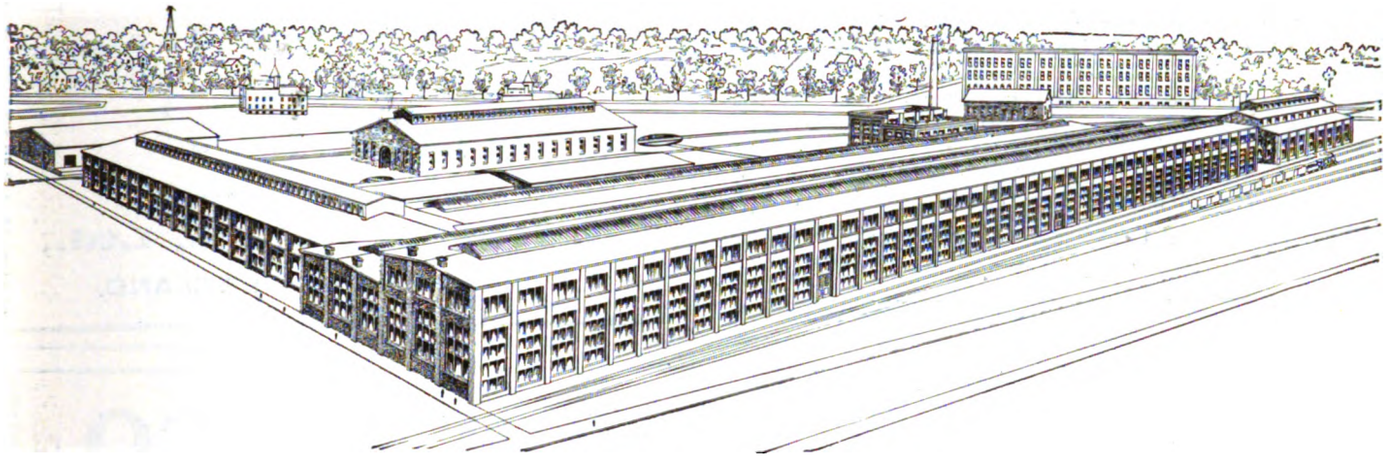
Expansion and improvement is still the order of the day in Canada, and this forward movement is, perhaps, seen in its most active form in the operations of the great railway corporations. Large sums are being spent yearly in making new and extending and double-tracking existing lines, in the provision of locomotives and rolling stock, and also in the augmentation of facilities for building and repairing. The Grand Trunk Railway system is taking its full share of steps in this direction, and not the least important of its present enterprises is the provision of new shops at Stratford, Ont. These new buildings, as will be seen from the sketch we reproduce, are of enormous size and their equipment will be among the best in the Dominion. The large machine and erecting shop is 616 ft. long by 175 ft. wide, and the boiler shop 154 ft. long by 135 ft. wide. These are now under construction, and are being erected as quickly as possible with the hopes of having fifteen bents under cover and in operation shortly. These shops occupy nearly three acres of ground space, and can be seen running from left to right in the drawing. The building on the left and adjoining the boiler shops is now standing, and is used for the repair of locomotive tenders. The other proposed buildings indicated in the background of the illustration are, reading from left to right, the storehouse (60 by 200 ft.), the blacksmith's shop (100 by 300 ft.), the power house (90 by 90 ft.), and the foundry (110 by 140 ft.). The construction of these buildings will follow in order of their importance and needs after the machine and erecting shop is well under way. The old machine shop is being torn down in sections as fast as the new shop, which is capable of repairing twenty-eight engines standing over pits at the same time, is erected.

The machine tool equipment for the machine and erecting shop is arranged to handle the work on the various parts of a locomotive in the most economical manner, and is the result of considerable investigation and study on the part of Mr. R. Patterson, the master mechanic at Stratford. Most of the large machine tools are to be driven individually with electric motors, an innovation which has revolutionised the machine tool lay-outs in shops where belt or group drive were used. One of the facts in favour of this drive is that the tools may be placed in any convenient space about the shop regardless of the source of power, as the latter fact with belt drive determined the location of machines within a short distance of shafting. The common method of belt drive will be used for the smaller machine tools that require less power to drive.

Considerable use is to be made of compressed air as a source of power for the various tools and appliances throughout the plant. Some of its uses are the driving or riveting machines, chisels, turntable motor, forge fires, blowing out engines, painting, etc. This system of operating tools has proved to be flexible and most satisfactory for the purpose it is to serve.

A feature of the machine shop is the provision of an electric travelling crane capable of lifting 120 tons and spanning the engine pit bay. By this means the heaviest engines in use on the system can be lifted and conveyed to a repair pit, over the heads of the men working beneath, a method which has many advantages over the old style of extending a track from a turntable or ladder to the various pits. Jacking up engines to place drivers, and for other needs, is also eliminated with this practice. Among the equipment done away with by the use of this large crane is the transfer table with its necessary pit, usually covering valuable space which otherwise could be used for shop purposes. A 10-ton electric travelling crane is installed in the same bay directly below the large 120-ton crane to handle the lighter repair parts. This crane is particularly designed to rapidly handle miscellaneous parts, thus relieving the large crane that is slow to act, on account of its mass.

The heating ducts provide passage for the distribution of hot air received from a heater located on the balcony floor throughout the entire shop. This system of heating shop buildings is excellent, as the exhaust steam from the power house, as well as the fan engine, is utilised for heating coils in the heater. At night the shops will be brilliantly lighted by one of the improved systems of vapour lamps which have recently been perfected.



THE NEW GRAND TRUNK BUILDINGS AT STRATFORD, ONT.

Improvements in British Goods.

U.S. Hardware Manufacturers and Canada.

(From Our Montreal Correspondent.)

Speaking to a representative of *Canada* upon his return from a business trip to England, the successful representative of several large manufacturers of hardware said:—"There is now a far greater willingness shown to adopt our suggestions as to alterations in pattern, style or other detail in order to suit the Canadian market. Moreover, I found, in conversation with some of the English travellers whom I met while at our works, that some of the alterations made to suit us are likely to suit the British market also, as in most cases the suggestions we have made have led to a handier tool, or one more attractive to the eye, being turned out, and the average user in the Old Country is just as ready to adopt anything which he considers an improvement as we are. Naturally, there is reluctance to make hasty changes involving the installation of new machinery or the making of special tools until the English manufacturer feels assured that the demand is likely to become a growing one; but I was told more than once by men who are employed on the road throughout the United Kingdom that they could do more business if greater enterprise was shown, and suggestions they made on similar lines to our own were more readily considered."

Messrs. Rabones, of Birmingham, have been sending out an improved type of steel measuring tapes which show the figures at a glance, and has "caught on," greatly improving the chances of the salesman. Another British manufacturer has made a hit with an improved lathing hatchet. Speaking generally it can be said, upon the authority of successful representatives of British firms who have by patient perseverance worked up an extensive connection, that those of their principals in the United Kingdom who have laid themselves out to study the local conditions are finding that they can manufacture in England, and sell in Canada, articles of better value at a higher price than their competitors can command.

At the recent meeting of the Montreal Metal and Hardware Association it was decided to establish a Transportation Bureau in the charge of an expert in freight charges. It was the general opinion that not only would individual members be benefited by being kept posted up on all changes in rates which might affect their shipments by various routes, but that the interests of the port of Montreal as a great distribuing centre would also be protected by such a measure.

Many reports are rife as to the intentions of United States manufacturers of several lines of hardware to establish factories in Canadian centres. The growth of native manufacturers plus the increased enterprise shown by some British exporters in extending their business in the Dominion by manufacturing articles specially adapted to the market has made itself felt. The preferential tariff is becoming an increasing handicap to the foreigner.

Speaking of the effects of the financial stringency upon the hardware trade, a member of a leading wholesale firm expressed the opinion that one permanent result would be a limitation of the credit system hitherto in vogue, especially in the less settled areas of the Dominion.

Among the increasing number of gas engines exported from England during 1907 were four 500 h.p. engines, made by Crossley Brothers, and sent to the Winnipeg Fire Station. The use of suction gas plants built in Manchester has greatly increased in the United Kingdom. Messrs. Mather and Platt have built two cycle double acting gas engines for driving spinning machinery, and engines running on coke oven gas, for the use of recovery coke ovens, which have been very successful on the Continent, are being built in England. The gas engine industry, which has grown very fast in Halifax, is passing through a period of quite remarkable prosperity, and this seems likely to continue for some time.

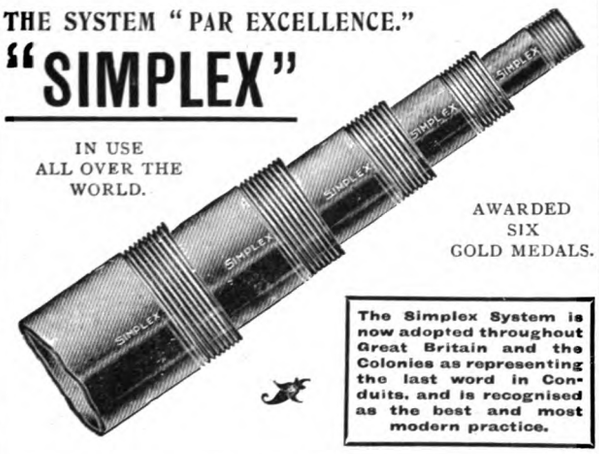
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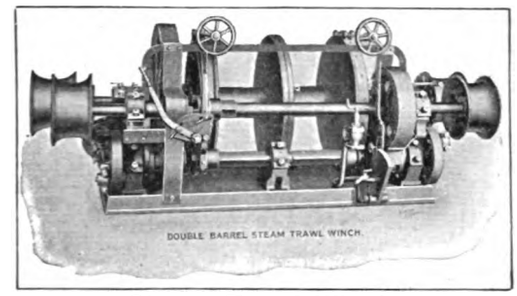
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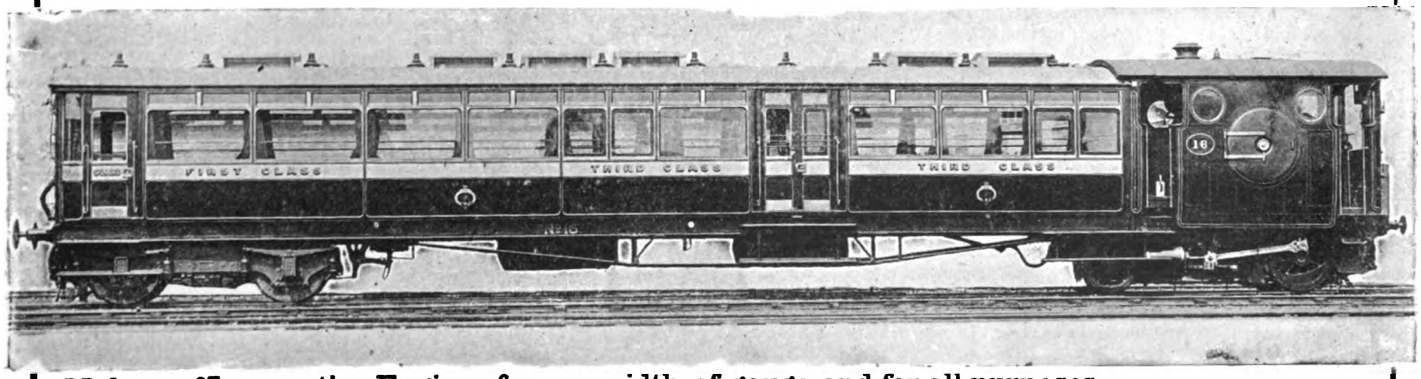


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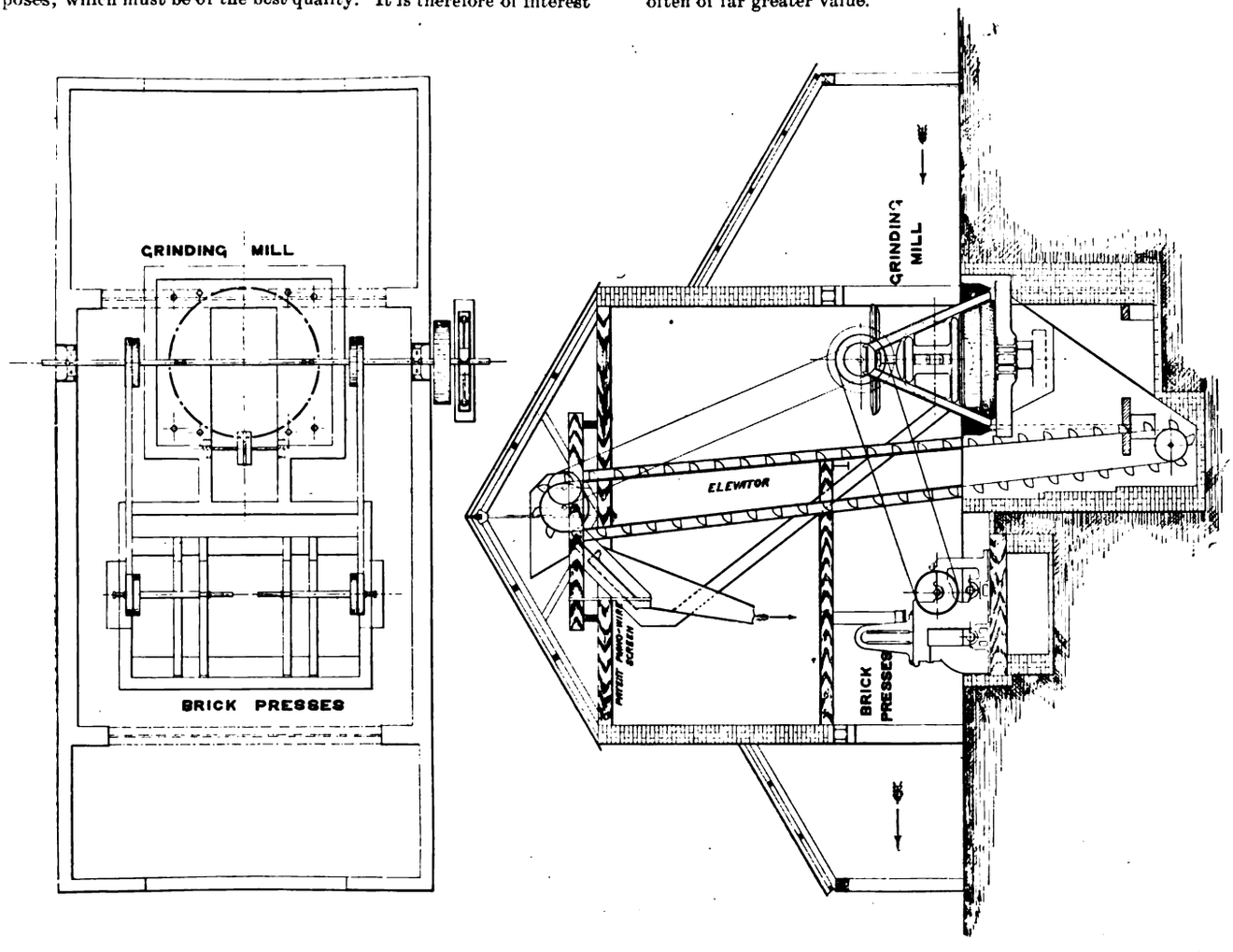
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Valuable Brick-Making Machinery.

How to make use of Shale.

(*Special to "Canada."*)

BUILDING construction is a subject of the first importance in any growing industry, and especially in Canada, where cities and towns are rapidly growing up, fit to compare with any in the world. The cities of the Dominion impress a stranger very favourably with their size, well paved thoroughfares, fine public buildings, and general air of municipal progress. The wooden structures of early days which served the pioneers are now replaced by buildings of great architectural merit, for no nationality demands better housing than do the people of Canada. As a result of this great wave of progress there has arisen a demand for bricks for architectural and engineering purposes, which must be of the best quality. It is therefore of interest to learn something of the work of engineers who have perfected machinery for producing bricks rapidly and cheaply.

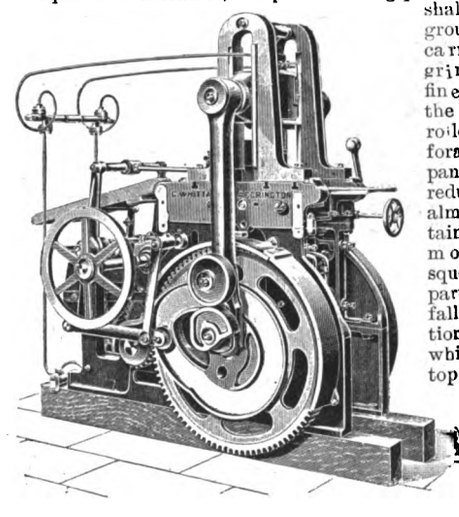


PLAN AND SECTIONAL ELEVATION OF A PLANT FOR PRODUCING 10,000 BRICKS A DAY FROM SHALE, MADE BY MESSRS. C. WHITTAKER & CO.

Messrs. C. Whittaker and Co., of Accrington, are one of the largest makers of brickmaking machinery in England. They have made the clay-working industry their study since the days when hand brick-making was the only method known. The knowledge ordinarily possessed on the subject is limited to the fact that bricks are made from clay. People have no idea of the variety of materials used, and would be astonished to see the museum of samples, shales, and clays at Messrs. Whittaker's works, from which good bricks have been manufactured. Here are shales, clays, and earths of every colour and density, thick wet clay, and fine flour like sand, arranged in sealed bottles alongside the burnt bricks. Bricks made from the sandy veldt of South Africa stand beside those produced from the thick river mud of India, and it occurs to the spectator that, in a comparatively new country, building materials are often carried at great expense over long distances, while the very best material is already under foot for producing excellent bricks. This is a most important point, and one very little known in the Dominion. Bricks may be made from all kinds of material, and no one who possesses real estate should buy building materials until he is quite sure that suitable raw material for brickmaking does not exist on his own land.

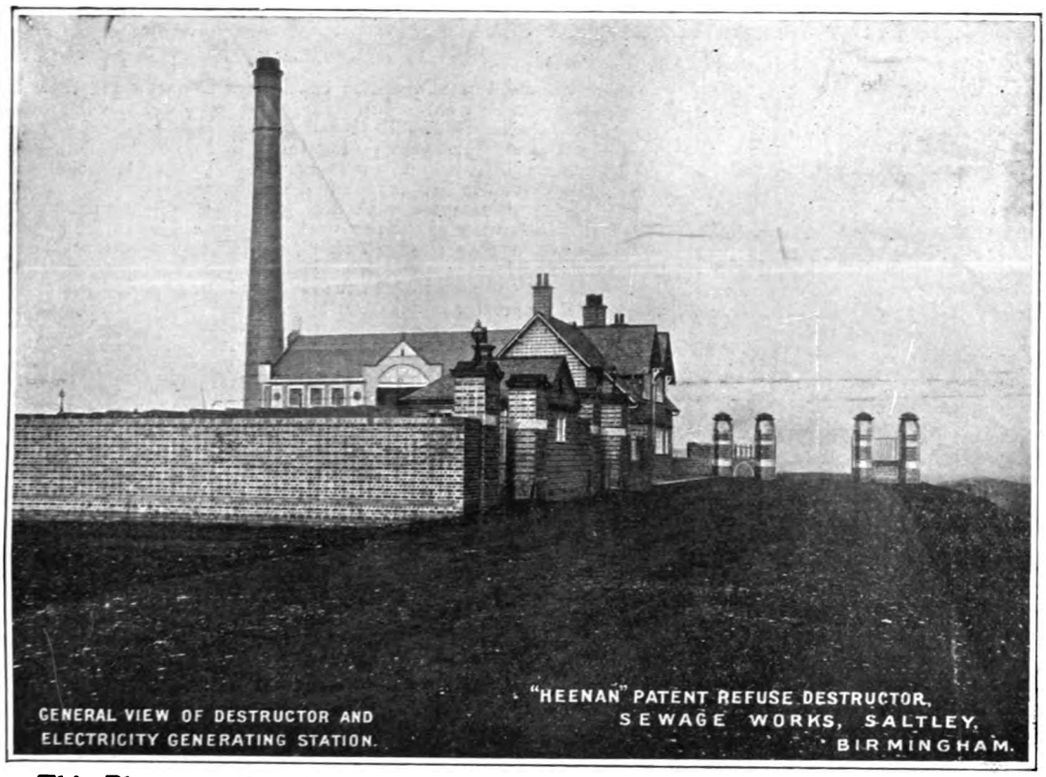
The transport of sanitary pipes across Canada from East to West is an instance of this. There can be no doubt that perfectly good material for making these pipes lies close at hand. Such, at least, is the opinion of Messrs. Whittaker and Co., who have produced machinery for dealing with a wide range of raw material, and therefore ought to know the best process for manufacturing good bricks from the clays and shales of Canada. Mr. Lawrence Whittaker, a director of Messrs. Whittaker and Co., made an extensive tour through Canada last year, obtaining accurate data of the brickmaking industry, and this information enables the firm to bring their large experience to bear on the problems raised by prospective brickmakers in the Dominion. The clays and shales found in Canada vary in different localities as they do elsewhere, and no one plant or process can be generally adopted as the best, but there is an abundant supply of shale which can be manufactured into bricks by what is considered the best and cheapest method in existence. This valuable shale appears to have been entirely neglected up to the present in favour of the wet surface clays. This is, of course, precisely what might be expected in a new country. It is always the glittering minerals that attract the crowd where the clays and the rock deposits are very often of far greater value.

The plan and sectional elevation given here illustrate the plant for producing 20,000 bricks in a day from shale. Very little labour is required to attend it, the process being practically automatic. The shale is dug from the ground or hillside and carried in trucks to the grinding mill, which finely disintegrates it by the action of two heavy rollers against a perforated base in the mill pan. The shale being reduced to a fine and almost dry powder, containing just so much moisture that, when squeezed in the hand, the particles adhere together, falls through the perforations into elevator buckets, which carry it to the top of the building and deliver it on the face of a patent wire screen. This screen consists of a number of strong piano wires, tightly stretched across an iron frame; these vibrate



A BRICK PRESS, CAPABLE OF TURNING OUT 20,000 BRICKS A DAY

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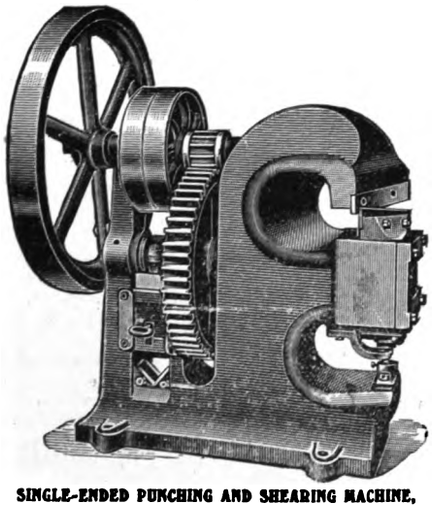
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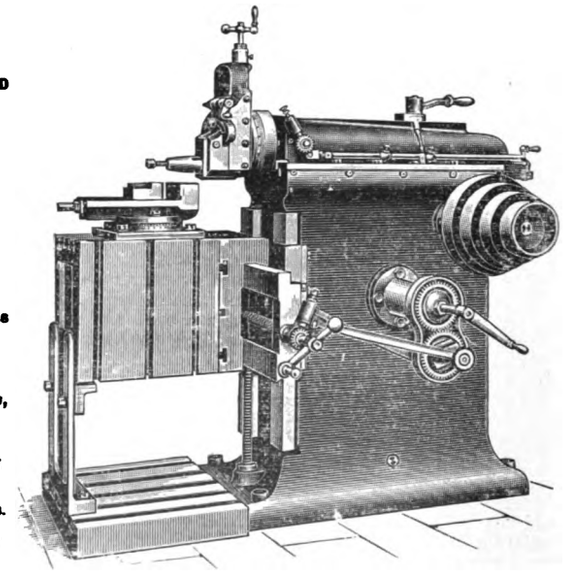
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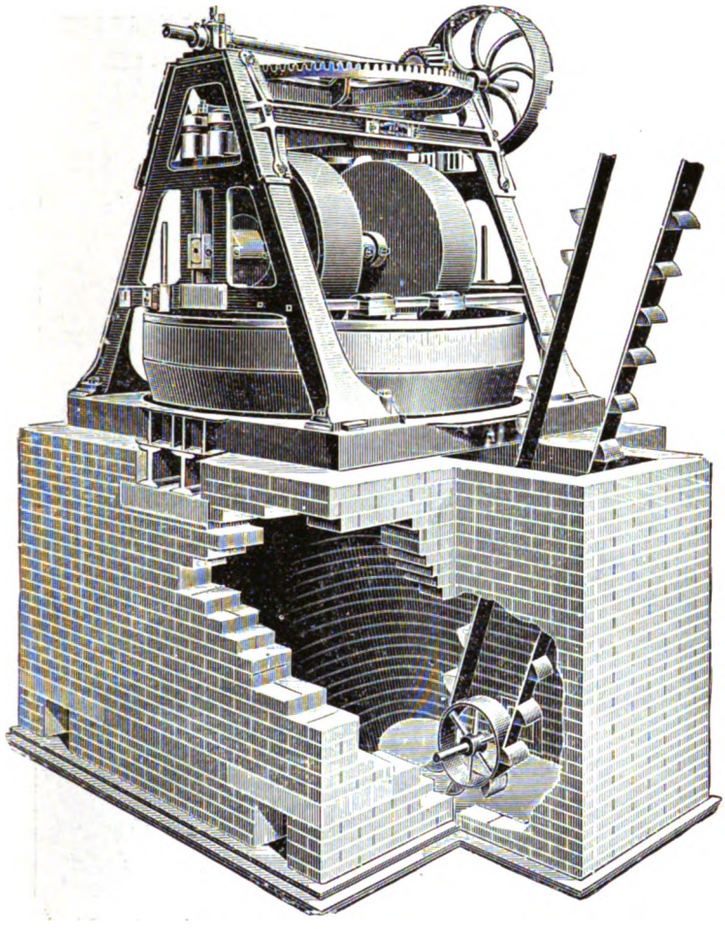
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as the powder falls upon them, and pass the finer particles on the brick press, rejecting the coarser particles, which are guided by a shoot back to the grinding mill. The prepared dust now accumulates on the platform above the press and falls by gravity down the chute into the machine mould. The bricks then make their appearance at the delivery table of the press, truly square, and all exactly the same size. After being formed under a pressure of about eighty tons to the square inch, in a machine which requires only four horse-power to drive it, the bricks are carried by hand to the kilns and burned. This brief outline serves to indicate a process which has met with the greatest success in many districts in England. Four hundred of these brickmaking machines are working continuously, within a radius of five miles, in a district a short distance north of the English capital. This is the machine which Messrs. C. Whittaker and Co. recommend for dealing in those areas of shale in the Dominion up to the present entirely neglected. This shale could be used for the production of firstclass bricks, and would yield a good return to the promoters. The grinding mill and the brick press embodied in the installation are here illustrated. It is perhaps in



GRINDING MILL AND BRICK PRESS.

the grinding and preparation machinery that English makers have most to offer, as the severe and continuous strain to which this machinery is subjected requires the highest workmanship. Further, the correct mixing and hardening of the metal for the grinding surfaces can be obtained only by firms experienced in their construction. The neat arrangement of the brick foundation by which the finely reduced shale is directed into the elevator buckets is clearly seen in the illustration.

An illustration of the brick press is also shown, and it will be seen how there is everywhere evidence of great strength and good workmanship. This machine has been brought to such perfection that it will turn out 10,000 bricks a day with an expenditure of four horse-power. Messrs. C. Whittaker and Co., Ltd., have just issued a new catalogue of their clay-working machinery, which is so full of information as to be of the greatest value to readers in Canada who are at all interested in building materials.

The number of producer gas plants has been very greatly increased in Canada. The city of Chatham, Ontario, is now erecting a municipal plant, to be equipped entirely with gas engines and with an absolute guarantee that its street lighting plant shall cost only $25 per annum per lamp. Two years ago there were practically no gas engines in Canada. To-day there are probably twenty-five successful plants in operation, and perhaps a hundred contracted for.

King's College, Nova Scotia, has instituted an engineering course. Arrangements have been made by which the shop work has been placed at the Windsor foundry and machine shops, under the supervision of a graduate in mechanical engineering of Edinburgh, who will also deliver lectures on machine design, etc., to the second year students. The provision made and work done cover all the requirements for civil, mechanical, mining, and electrical engineering. New apparatus is on its way from London.

Canada's Next Great Enterprise.

THE GEORGIAN BAY CANAL.

"The next great enterprise which the Government will undertake will be the Georgian Bay Canal," said the Hon. J. Bureau, the Solicitor-General of the Dominion, two days before the opening of the Canadian Parliament last November. Much interest is felt, in Great Britain as well as in Canada, regarding the way in which the Cabinet will approach the matter The project, though now being taken up by the Government—which has spent some $550,000 on surveys in connection with it—was first brought into a fair way of realisation by the Montreal, Ottawa, and Georgian Bay Canal Company, which was incorporated in 1904. The capital was $10,000,000 ordinary stock and $60,000,000 bonds. The canal began at St. Anne's, above Montreal, and, passing through Ottawa and Mattawa rivers, crossed Talon, Turtle, and Trout Lakes. The canal there reached the summit level, 659ft. above the level of the St. Lawrence at Montreal. A short cut across the summit about five miles long carried the canal into Lake Nipissing, and thence by the French River to Georgian Bay, a fall of 60ft. In 1906 a petition was presented to the Canadian Parliament, signed by 112 members, in favour of a 20-foot waterway, the intention being to provide a deep channel capable of taking ocean-going ships to and from the Great Lakes. The capital of the company was then raised to £10,000,000 stock and £20,000,000 in bonds. The time given for the completion of the works was eight years. The canal now authorised does not extend further east than St. Anne's. The company have power to duplicate the Lachine canal and locks, or to send their traffic through those waterways which belong to the Canadian Government The company will, however, probably have to find some access for the huge traffic which they expect to carry from the lakes to the St. Lawrence other than that through the Lachine locks. The Back River, on the north side of Montreal, may possibly be selected as a convenient access from the Ottawa to the St. Lawrence rivers. It is probable that the Government is considering the taking over the works by virtue of a clause in the charter enabling it to obtain possession by arbitration.

How Canada's shipping Trade has Developed.

An interesting article upon the proposal appeared recently in the Engineering Supplement of the *Times*, the writer of which said:—"It has long been the object of Canadians to provide some cheap and convenient mode of transport for Canadian produce through Canadian territory, to Canadian ports for shipment abroad. The Canadians naturally attach the greatest importance to winning for their own country the immense transport trade which has grown up already, and is certain in the near future to assume very much greater proportions. Between the years 1894 and 1906 there was a most extraordinary development in the trade upon the Great Lakes, taxing to their utmost capacity the railways serving the North-West and the port accommodation on the lakes. The total freight tonnage passing through the American and Canadian locks at Sault Ste. Marie rose from 13,125,860 tons in 1894 to 51,751,080 tons in 1906. Wheat alone rose from 34,869,483 bushels to 84,271,358 bushels in 1906, and iron ore from 6,548,876 tons in 1894 to 35,357,042 tons in 1906. This expansion of trade necessitated a corresponding increase in lake shipping, and lake steamers have consequently grown in size to 10,000 tons. The capital now sunk in these steamers is said to be upwards of £25,000,000. A comparatively small part of this enormous traffic passes through Canada. The ore is shipped almost entirely through American ports, and only 8 per cent. of the grain passes through Montreal for shipment. The growth of the lake trade and the future expansion which must follow the construction of the Grand Trunk Pacific line and the further extension of the Canadian Pacific Railway have rendered it imperative, in the opinion of many Canadians, to provide further facilities for transport to the eastern provinces.

Advantages of the Canal.

"According to the profile and plan compiled by Mr. H. A. Purdon, M.Inst.C.E., and approved by Mr. George Y. Wisner, consulting engineer, the canal is to be 425 miles long and to have 38 locks. The first of these locks at Georgian Bay and the French River is to be 549ft. above sea level; the second, in the French River, at the height of 617ft.; and the third, from the French River to Lake Nipissing is to raise vessels to 640ft. From Lake Nipissing vessels will pass by way of Trout Lake and Talon Lake into the Mattawa River, whence they will descend into the Ottawa River, the fall being by locks from 640ft. to 527ft., 491ft., 451ft., 407ft., 359ft., 357ft., 338ft., 243ft., at Chats Lake, 188ft. at Lake Deschenes, then to 116ft., 75ft., 55ft., and 52ft., finally reaching the St. Lawrence River level below Montreal.

"The advocates of the canal point out that the natural advantages of this route are very great when compared with those of similar undertakings. In the proposed navigation the only real standard canal would consist, besides the Lachine Canal, of about 24 miles, six miles at the Grenville Canal, with three-quarters of a mile of the Carillon Canal, and a portion of the summit level. Out of 55 miles of summit level, however, 43 are deep-water lakes, and of the 12 miles remaining, the greatest single length of cutting between lakes is only 4½ miles. Besides this the whole of this portion is in rock cutting, and therefore no damage to the sides can be caused by the wash, and though steamers could not pass each other under way at these short lengths they could go through at their full speed. The locks practically become the only hindrance to free navigation, and it is clear that so advantageous is this navigation that, though from lock to lock it will have a length of some 430 miles, yet the canal proper, by which is meant such conditions as will retard the speed and cause the stoppage of steamers, will have an aggregate length of only 32 miles, and that in practice the disadvantages inherent in an artificial canal hardly exist at all.

"The canal company expect, when the canal is built, to be able to deliver grain from Chicago to Montreal for shipment to Europe at a price of 3 cents per bushel, as compared with 4½ cents at the American ports."

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An Engineering Tour in Canada.

SOME REMARKABLE ENTERPRISES DESCRIBED.

MR. N. M. CLOUGHER, who recently visited Canada to make arrangements for a tour of the Dominion to be undertaken by 150 students of the various British universities during the summer of 1908, delivered a very interesting lecture before the Engineering Society of the Central Technical College (London University) upon various engineering enterprises which he saw during his stay in Canada.

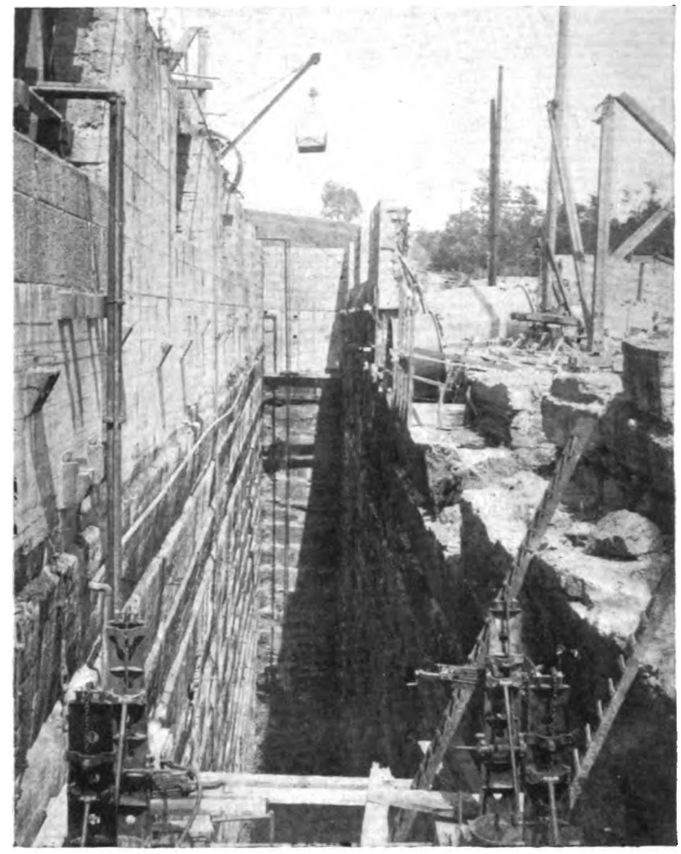


MR. N. M. CLOUGHER.

The tour which he is arranging will have many advantages for the British manufacturer, as well as for the student. It will, in the first place, give the means of studying the ideas and requirements of Canadians, and may encourage British engineers to try to meet the suggestions that are made to them from the Dominion; it will afford the students an opportunity of studying some of the best engineering feats and plants in the world; and, finally, may have the result of bringing a large amount of trade to the Old Country manufacturers.

After describing at length the engines of the R.M.S. *Empress of Britain*, the Quebec Bridge (which he saw shortly before it collapsed), and the electric tramway system of Quebec, Mr. Clougher gave a description of the Angus shops of the Canadian Pacific Railway at Montreal. Although, as was general on the American continent, said Mr. Clougher, there was a great deal of labour-saving machinery in use; 5,500 men were employed in these works. One man, for instance, "works three sets of frames (i.e., six frames) in a slotting machine, while a cylinder, piston valve, and steam chest are drilled in one operation. The rims of wheels are thus finished in two cuts, the first being about ¼ in.; six pairs of wheels are finished per day. Electricity is much employed in Canadian shops, and practically the whole of the machinery is driven by this power. An interesting part of the works is the brass finishing and plating rooms; here the rough brass castings of brackets, locks, and car fittings in general are finished. First of all the castings are rough-dipped in nitric acid, and then fine-dipped in a composition of half nitric and half sulphuric acids, after which the castings are left clean and the designs clear, ready for lacquering. Lately the brass rods, etc., have been oxidised instead of lacquered, as it is found that if oxidised the brass will keep its appearance three times as long as if lacquered. After oxidation the brass is relieved by holding it against a wire brush which removes the black in places, thus giving an artistic appearance. The burnishing, as usual, is done with soap and soda. It is interesting to note that in Canada the polishing wheels are run at 3,300 r.p.m., whilst in England it is usual to run at 2,200 r.p.m. In the foundry 315 33-in. wheels are turned out per day. This is equivalent to 110 tons. The wheels are cast-iron and chilled for box cars. As to the turn-out of the shops, there are fifty locomotives erected and repaired per month, whilst the box cars are turned out at the rate of an average of one every seventeen minutes. Naturally, the painting is done by air blowers." Views of the shops appeared in our Engineering Supplement of October 19.

Mr. Clougher also found much of interest in the way in which Montreal was supplied with electricity. "The power," he said, "is generated in three places, namely, Chambly, Lachine, and Shawinigan Falls, the latter place being eighty-six miles distant from the city. The power from the three stations is brought to a central station, situated in Montreal, being from Chambly at 25,000, Shawinigan Falls at 10,000, and Lachine at 6,000 volts. The current from Chambly is 3-phase, and after being generated at 23,600 volts is stepped up to 25,000 volts (at which pressure it is transmitted) by Westinghouse transformers. At the central station the pressure is stepped down to 23,600 volts by 2,750 K.W. air-cooled transformers, which, when installed, were the largest type."



A WHEEL PIT OF THE CANADIAN NIAGARA POWER CO. IN COURSE OF CONSTRUCTION.

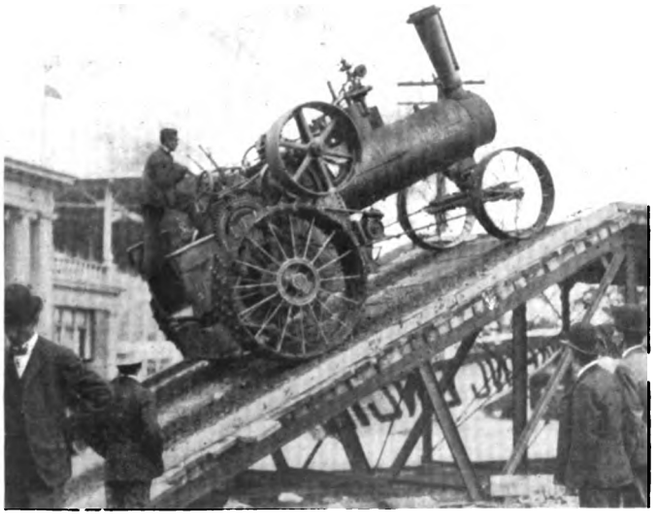
This photograph was taken in August, 1903.

Speaking of the liftlock at Peterborough (photographs of which appear on page 12 of this issue), he remarked that it was the largest in the world, and would lift a boat through a vertical height of 65 ft. in 1½ minutes, although the time of lockage was six minutes. Describing the working, he said: "The arrangement is practically that of two cylinders and pistons with the piston rods vertical. The cylinders are connected by a pipe at the bottom, and filled with water, one piston rod being at the beginning of a stroke and the other at the end. It is obvious that, as water is incompressible, if one piston is forced down, it will force the water into the other cylinder, and thus raise the piston. Now, if the pistons, cylinders, etc., are of huge dimensions, it is easy to understand large tanks of water (or locks) sufficiently large to hold steamers placed on the top of these rams; if there is more water in one tank than the other, that tank will sink and thus raise the other. As a vessel displaces an amount of water equal to its own weight, if a ship sails into the lock, the lock will weigh the same as it did when only containing water, so that to lower this boat it is only necessary to let slightly more water into the lock, when it will slowly descend to the level of the canal beneath. Some dimensions of the work were as follows:—Press Wells: Diameter, 16 ft. 6 in.; depth, 75 ft. The wells have a concrete lining of about 14 in. thick.

Presses: Press diameter, 7 ft. 8½ in., made of cast steel 3½ in. thick; ram diameter 7 ft. 6 in., made of cast iron 3¼ in. thick, with 5 ft. 3 in. sections.

"The stroke is 65 ft. and the pressure about 600 lb. per square inch. Connecting Pipe: This is situated at the top of the press, and is of wrought iron 1 ft. diameter by ½ in. thick.

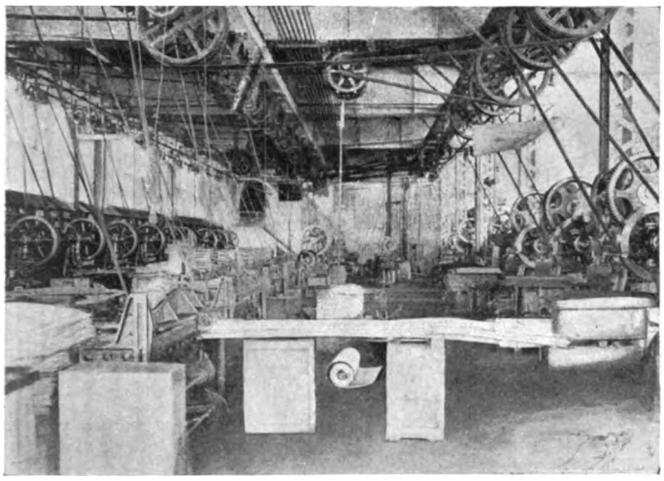
"The gates are of novel construction, being hinged horizontally at the base. Hollow cylindrical tanks are fastened to the gates, and are of such a size that they displace an amount of water equal to the weight of the gate, and thus it takes very little power for operating. The substructure is built of concrete, and is an excel-



A CANADIAN HILL-CLIMBING TRACTION ENGINE.

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lent example of the use that can be made of this material in engineering. The concrete was machine mixed, and was one of cement to two and a half of sand, with gravel and stones (broken). The cement was mostly Canadian Portland cement. The size of the chambers each was 140 ft. by 33 ft. by 9 ft. 10 in. deep; capacity of each chamber, 1,300 tons of water; guide towers, 100 ft. high, with base 26 ft. 6 in. by 40 ft. 8 in.; concrete superstructure,



A PART OF THE CANADIAN GENERAL ELECTRIC COMPANY'S WORKS.

26,000 cubic yards. Cost $500,000. The lock was entirely made in Canada."

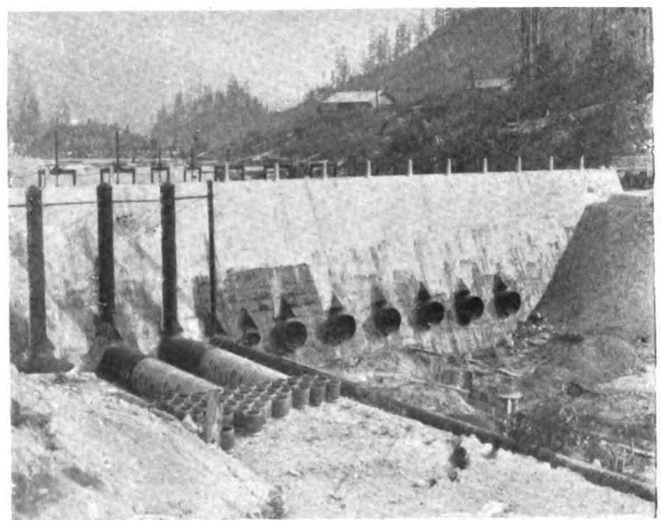
Mr. Clougher also visited the Canadian General Electric works at Peterborough, which, he says, is perhaps the largest electrical works in Canada. One was struck by the variety of things to be seen in process of manufacture, from the incandescent lamp to the huge generators; and for all this work it is necessary to have the following fourteen departments:—Machine shop; storage and shipping, building, and punch press department; lamp and wire department; transformer building; compound building; brass foundry; blacksmith's shop; carpenter's shop and pattern department; boiler house; electric sub-station; carbon building; porcelain department; storage sheds; and paint shop. The company made the 12,000 h.p. generators for the Electrical Development Co. at Niagara, as well as all the fittings for transmission from Niagara to Toronto, a distance of some eighty miles, and the transformers for the Transforming Station at Davenport Hill, Toronto.

In describing the power stations at Niagara Falls, Mr. Clougher said that there were two types of installations in use, namely, those with wheelpits and those without. Four out of the five plants had wheelpits, the one without being the Ontario Power Co. In



PIPE LINES FROM THE DAM AT LAKE BUNTZEN.
This plant supplies light and power to the City of Vancouver.

that case the generators were placed below the Fall on the edge of the river below the bank, the water being brought down 1¼ miles from above the falls by an 18 ft. dia. pipe. By this means a greater head was obtained than was used with the wheelpits, and also the shaft joining the turbine to the dynamo needed to be only a few feet in length. The shafts which joined the turbines to the generators were, in the cases where wheelpits were used, about 150 ft. in height, and were made of ⅞ in. riveted steel tubes about 30 in. diameter. The shafts at the bearings were solid, or had a small hole through them, and were about 14½ in. in diameter. The weight of the shaft, etc., was about 125 tons (111.6 English tons), and was taken up by oil and water pressure The oil pressed between two circular plates, one fixed and the other attached to the shaft. The variation was about 1-1,000 in., and the oil pressure 400 lb. per square inch. Regarding the often-raised cry that Niagara was being spoiled, it was interesting to note that the Niagara Power Co. used less than 4 per cent. of the water flowing down the river. At present the longest transmission line from Niagara was to Toronto



THE DAM AT LAKE BUNTZEN POWER STATION, VANCOUVER.

a distance of ninety miles by land, and the company operating these lines owned a strip of land 80 ft. wide all the way. The cables were supported on 40 ft. galvanised steel towers about 400 ft. apart, and carrying two circuits of 190,000 em copper conductor. The insulators are 14 diameter by 14 in. high.

In conclusion, Mr. Clougher referred to the Lake Buntzen Power plant of the Vancouver Power Co., which supplies Vancouver and the surrounding district with power. The water power is derived from Lake Beautiful. In constructing the plant the Coquitlam Tunnel was built by Messrs. Ironside, Rannie, and Campbell, through a mountain. This allowed the water to flow into Lake Beautiful and thence into Lake Buntzen, which was formed by building a dam across the valley. Eight Pelton water wheels are used to drive four Westinghouse generators. The dynamos are 500 K.W. 3-phase, and run at a speed of 200 r.p.m., giving an E.M.F. of 2,200 volts.

PIG IRON AT PORT ARTHUR.

The Atikokan Iron Co. has closed down the blast furnace plant at Port Arthur, and almost the entire force of men have been laid off. "Our reasons for the temporary closing down of the works," said Mr. Hugh Sutherland, "are as follows: The all-rail rate on pig iron to the East, namely, $7.84 per ton, as against $2 per ton by vessel, is prohibitive. Several of the foundries west of Port Arthur had previously contracted for pig iron from Scotland for their winter supply before we were in a position to make definite contracts. To keep the furnace going until the opening of navigation and accumulate from 25,000 to 30,000 tons of pig iron would absorb between $300,000 and $400,000 capital at the present cost of production, and, with the prospect of a falling market in the spring, we are doubtful if the venture would be a prudent one. At the present time the pay roll per month amounts to $20,000. It will not be long, however, until we are paying out from $40,000 to $50,000 per month."

GIGANTIC ORDERS FOR ROLLING STOCK.

The Grand Trunk Railway has concluded arrangements with various firms for the construction of 100 new locomotives for their road, at a total cost of $1,500,000. They will be turned over to the Grand Trunk during the first nine months of 1908. The orders include various types of engines, to meet their different requirements, and are as follows:—Twenty Richmond compound consolidated engines from the Locomotive and Machine Company, Montreal; weight of engines, 211,100 lb. Thirty simple road engines from the same company; weight of engines, 121,688 lb. Ten single mogul engines from the Baldwin Locomotive Works, of Philadelphia; weight of engines, 161,976 lb. Ten ten-wheel passenger engines from the same company; weight of engines, 167,300 lb. Ten switch engines from the Baldwin Locomotive Works; weight 139,500 lb. In addition, the Grand Trunk Pacific Railway have ordered twenty simple road engines from the Canada Foundry Company; weight of engines, 121,688 lb.

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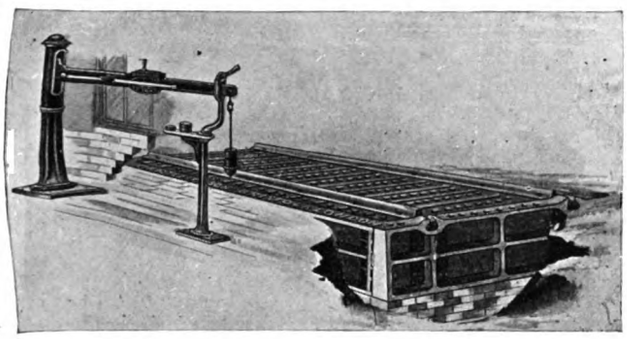
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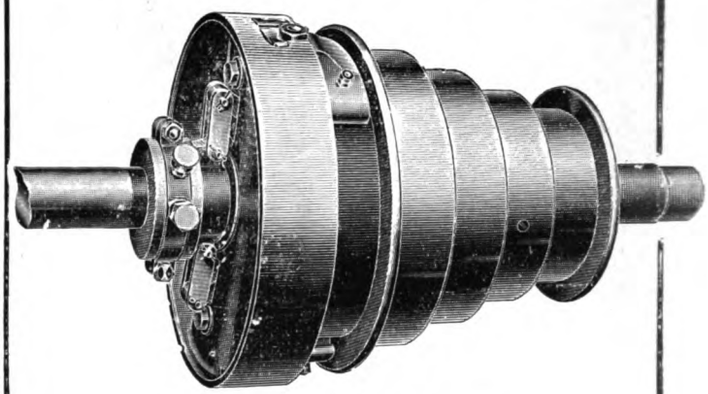
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NOTES ON BRITISH MACHINERY.

MANCHESTER DISTRICT.

(From Our Own Correspondent.)

An Extending Fire Ladder.

In England, as well as other parts of the world, the science of fighting fire has been advanced more during the last few years than probably at any previous period of history. One of the latest novelties which will undoubtedly interest Canadians is a mechanically-worked ladder manufactured by Messrs. John Morris and Sons, Limited, at their Salford fire-engine works. After being removed from the cradle, the ladder may be extended to a height of some 82ft. to 90ft. by means of carbonic acid gas. From the cylinders in which it is stored the gas passes through expansion chambers to a 5 h.p. engine. One of the greatest advantages of the ladder is that when extended to its full length, and when mounted by a fireman operating on a burning building, it remains self-supporting, thus giving the fireman absolute security from flame, smoke, and falling débris. Without any manual effort, moreover, the extended ladder may easily be revolved on its own base and moved in practically any direction; and as the whole mechanism can be manipulated by one individual, it facilitates the saving of time, labour, and expense. About a dozen municipal authorities have already secured one or more of these machines.

Steam versus Petrol.

At a time when the use of the motor in commercial enterprise is beginning to absorb a great deal of attention, business men in the Dominion will be equally interested with those here in the following comparison of cost—the result of experiments in the Manchester district—between a petrol-driven lorry of three to four tons and a five to six-ton steam lorry:

	Petrol.		Steam.
	£		£
Driver	91	..	91
Petrol	210	..	—
Tyres	220	..	—
Fuel	—	..	50
Oil, etc.	12	..	12
Maintenance and depreciation	160	..	110
Cost	650	..	550

Whilst the steam-engine has the advantage in cost, however, it must be pointed out that in utility it can hardly be compared with the petrol. For whereas the steam lorry only moves at an average speed of four to five miles an hour, its rival covers from ten to twelve, and in the course of a year may accomplish some 25,000 miles, as against only 10,000. Allowing for the petrol carriage a average load of two tons, the cost per ton-mile would be 3.32d., as compared with 2.1d. per ton-mile for the steam lorry carrying an average load of three tons.

Turbine Progress.

The turbine is gradually pushing its way more and more to the forefront in connection with electric-lighting stations, collieries, and steelworks in Lancashire, and a number of firms who recently devoted all their attention to high-speed steam engines have fallen into the line of progress. There has been quite a big demand for turbines, also, to take the place of blowing engines. Two firms now meeting with considerable success in this direction are Messrs. Mather and Platt, of Manchester, and Messrs. John Musgrave and Co., of Bolton.

Turning and Boring Mills.

Last year was hardly as good for machine toolmakers as the previous one in respect of the lighter make of tools, especially those used in the manufacture of motor-cars, but the majority of Lancashire firms were happily kept busy in meeting demands for the heavier classes. One of the Salford firms doing a considerable trade in Canada is that of Smith and Coventry, Limited, amongst whose specialities may be noted a series of improved turning and boring mills varying in size from 6ft. to 18ft. This type of machine is gradually ousting the large face-plate and chucking lathes. It has many advantages over them. In a given time three times as much work can be got through, and work can be "chucked" in about half the time, the crane being only needed to place the work on and off the horizontal table. Then the increased solidity of the horizontal table enables heavier cuts to be taken off work chucked on this machine; and, in fact, a number of similar pieces of work may be arranged round the horizontal face plate and simultaneously turned. It ought to be added that all sizes of the mills can be arranged for motor drive.

Patent Friction Clutches.

Though the increase of silk and linen factories in the Dominion continues slow, goodly progress is being made in other branches of the textile industry, such as cotton and carpet, and to those so concerned all expense-saving contrivances must come as a boon. Among such contrivances the patent friction clutches produced by Messrs. David Bridge and Co., of the Castleton Ironworks, Rochdale, have obtained a prominent place—as far as Lancashire is concerned, at all events. They are particularly useful in connecting and disconnecting separate machines from the main shafting, and enable the machinery to stop instantly without the slightest shock even when running at full speed with a full load on.

LEEDS.

(From Our Own Correspondent.)

Cord and Twine Machines.

The engineering firms in Leeds who are not now in some way or other interesting themselves in the prospects of securing orders from the Dominion are few and far between. Some are noted for the variety of specialities they produce, such as, for instance, Messrs. William Bywater, Limited, a firm making certain kinds of machinery which should be particularly interesting to the cord manufacturing and textile trades in Canada. A complete system of twine-making plant is one of their specialities, consisting as it does of winding, twisting, cabling, carding, washing, polishing, and finishing machinery. At the same time, they are also makers of dynamometers for testing the strength of yarns, twines, and woollen cloth; also patent winding machines for making twine and shoe thread into cross-wound on paper tubes. Coming to machinery for the textile trades may be mentioned all kinds of warping and sizing machinery on the sectional principle generally used by manufacturers of woollens, worsted coatings, flannels, and blankets. A complete system of hair-felt machinery also comes within a list of productions which are destined to meet with an ever-increasing demand on the Canadian market.

Appointing Agents in Canada.

A striking indication of the growing preference in the Dominion for British-made machinery and the consequent rejection of Yankee productions is to be found in the number of Canadians from Montreal and Toronto who have lately been canvassing local firms for their agency. Some, it is good to note, have been successful in their object, and a number of firms who previously were content simply to deal with what Canadian business might happen to be received through merchant sources will now have the benefit of a direct and active representation out there. Agencies, I hear, have been arranged for a variety of goods, which appear to be particularly appropriate for Canadian use. Included amongst these may be mentioned a well-known make of gas and oil engine, lithographic and letterpress machinery, an appliance for boring coal, seamless steel ware, paraffin engines, and some good selling hardware lines. Every little development helps to foster trade, and some good business can reasonably be looked forward to being received through these agencies in the near future.

Rag Machines.

Ever since the Dominion began to manufacture woollens and other textile goods on her own account a good deal of interest has always been shown towards the growth of this enterprise in Yorkshire woollen circles. Orders for different kinds of textile machinery are frequently being placed among local firms, especially with makers of looms. It will therefore not be out of place to draw the attention of Canadian manufacturers to the fact that several textile machine firms in this district also devote their attention to the production of rag machines. A well-known Cleckheaton firm, Messrs. P. and C. Garnett, for instance, are the makers of a machine of this kind, which has the remarkable capacity of attaining a speed of no less than 350 and 650 revolutions per minute for shoddy and mungo respectively, at 5 h.p. to 8 h.p. Other no less important features are also contained in its construction. The machine itself is a greatly improved type, exceedingly strong, and is fitted with a fan and small roller in front to knock back the rag bits on to the feeder. Made in two widths, of 14 inches and 18 inches, it is capable of producing as much as 120 lbs. to 140 lbs. per hour.

Leather-making Machinery.

As an industrial centre Leeds has attained something of a reputation in other parts of the country for the great variety of its industries. Not the least important of these is the manufacture of leather and leather goods, an industry which, since it was first established, has made exceptional strides. Not only in the making of leather, however, but for the machinery used in this industry also, some Leeds firms have built up an enviable reputation abroad. Machinery used in all branches of the leather trade, for instance, comes within the scope of the well-known firm of Messrs. B. and D. Wright and Sons, Ltd., of the Oxford Works. Their appropriately named "Excel" machinery comprises almost every appliance generally used by tanners, curriers, and leather dressers, and should be of no small interest to the trade in Canada.

A Miner's Lamp.

There are many designs of miners' lamps on the market just now, each claiming, by some particular feature or other, to surpass other makes in point of safety and usefulness. It is not the advantages that are claimed for a lamp, however, which tell with the Canadian buyer so much as what that lamp will do when in actual use. When therefore it is said that Messrs. Ackroyd and Best, Ltd., of Morley, have sold over one hundred thousand of their patent miners' safety lamps during the last few years some striking features are expected to be contained in their design to have forced their claims so prominently to the notice of users. In construction it is particularly simple and effective, no platinum being used, and among its many novel features may be mentioned the fact that it has a quick action, automatic and impregnable magnetic lock. It can be electrically ignited, burns 250 degrees flash oil, and, in weight, is very light for its size.

HUDDERSFIELD.

(From Our Own Correspondent.)

Hydraulic Presses.

In the way of hydraulic machinery few other local firms engage themselves in the making of such important productions as the well-known Huddersfield firm of Messrs. Edwin Mills and Son. Especially in the making of hydraulic presses will this firm be found to specialise in a variety of different kinds of machines, which are well adapted to meet any demands arising from the industrial activity in the Dominion. To mention only a few of the great variety of purposes to which this machinery can be applied is for the pressing of hay, tobacco, cocoa, wool, oil and cotton. Of no less value and importance will they also be to the textile trades in Canada for flatting, packing, pressing, and finishing cloth. Presses used in the seed-crushing industry for the leather, dye, yarn, and many other trades also receive the attention of this enterprising firm.

NEWCASTLE-ON-TYNE.

(From Our Own Correspondent.)

A Cream Separator.

A hand cream separator that possesses among its many features the power of easy and silent running, strength, excellent skimming, and is so simple in construction that a child can work it, should be expected to strongly appeal to dairy farmers in Canada. These are a few of the advantages claimed

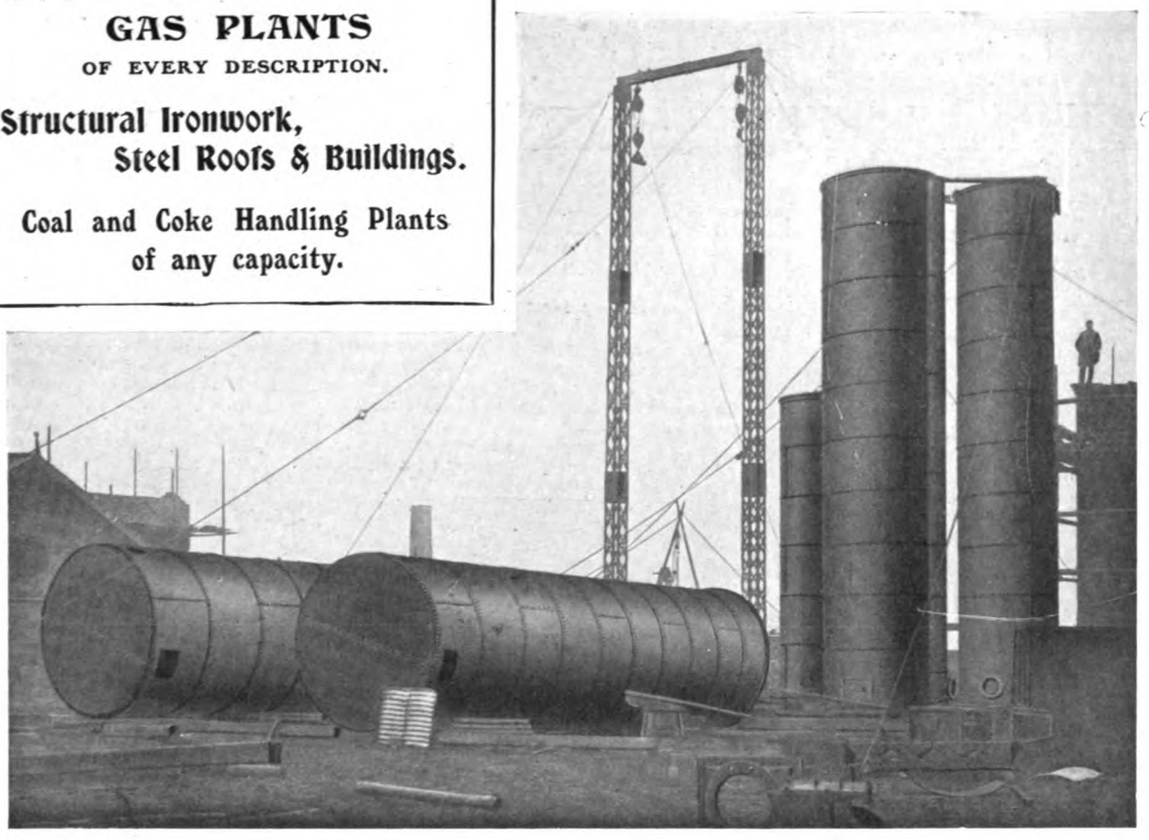
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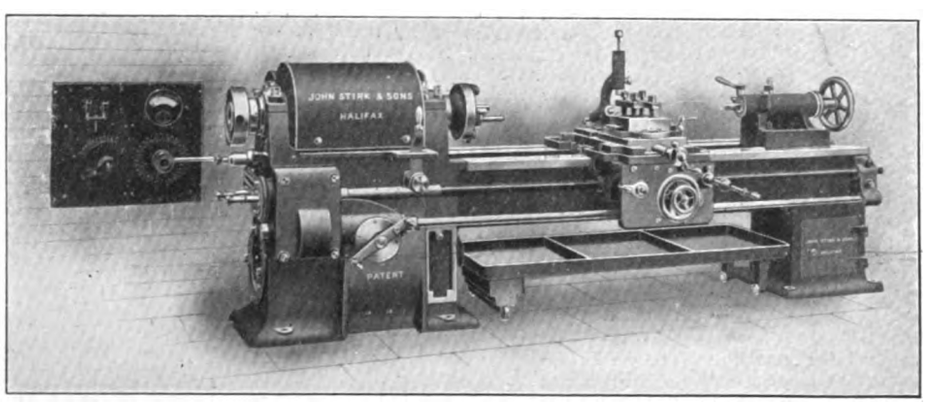


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HIGH CLASS MACHINE TOOLS.

TOOLS OF ALL KINDS.



This Lathe will remove Material at the Rate of 900 lbs. per hour.

Specialists in Electrically Driven Tools.

ANY WEIGHT UP TO 100 TONS.

ILLUSTRATION SHOWS OUR 8½" PATENT ELECTRICALLY DRIVEN HIGH-SPEED HEAVY DUTY LATHE. ALL-GEAR HEADSTOCK. CHANGES OPERATED BY ONE HANDLE.

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for the "Helice" separator, which is supplied by Messrs. Gronquist and Co., 4, St. Nicholas Buildings, Newcastle-on-Tyne. Contained in its design is an ingenious device for locking and unlocking the drum on the spindle, thereby saving much wear and tear. A patent arrangement is also attached to the discs of the drum, which gives a much better distribution and separation of the milk, making the machine skim cleaner, run easier, and, at the same time, does away with the necessity of a drum of large dimensions. Another advantage, too, is that the gearing wheels are enclosed, by which the danger so common with those separators having outside flywheels is entirely avoided. Made in different capacities of from 17 gallons to 110 gallons per hour, doing its work well, strongly constructed, and with many good points not usually found in other separators, the "Helice" is well worth the attention of those in Canada desirous of making dairying a profitable business.

LINCOLN DISTRICT.

(From Our Own Correspondent.)

Ploughing by Motor.

A six-furrow plough, drawn by a 30 b.h.p. agricultural oil motor, capable of ploughing a stubble field of 21½ acres to a depth of 6 inches at a cost of less than 2s. 6d. per acre, is being put on the market by Messrs. Marshall, Sons, and Co., of Gainsborough. The fractor is fitted with a two-cylinder paraffin engine; only one attendant is needed. At a trial recently made under disadvantageous circumstances, a two-furrow plough attached behind a four-furrow having to be used as a six-furrow plough was not obtainable, the average time occupied was 63½ minutes per acre; the total running time was 22¾ hours, during which period the engine consumed 44 gallons of paraffin and one and a half gallons of lubricating oil, costing altogether £1 4s. 3d., reckoning paraffin at 4½d. and lubricating oil at 1s. 6d. per gallon. Wages for three hands came to £1 8s. 9d. The use of one six-furrow plough would have saved time at the turns and saved the labour of one ploughman.

GLASGOW DISTRICT.

(From Our Own Correspondent.)

Steelwork for Canada.

The Motherwell Bridge Company (Ltd.) has completed a large tonnage of steelwork for the locomotive shops of the Intercolonial Railway at Moncton, New Brunswick, which were lately burnt down. This steelwork consisted of columns, heavy roof trusses, crane girders, riveting tower, framing, etc., and covered a floor area of 180,000 square feet.

ROCHDALE DISTRICT.

(From Our Own Correspondent.)

New Planing Machine.

Thomas Robinson and Son, Ltd., of Rochdale, Lancashire, are shipping a new type of planing machine to a Canadian car shop, which they expect will show the heaviest planing yet attempted. It has been made specially suitable for planing deck planks, wagon soles and other heavy timbers, and can also be used on any high speed work where fine finish is needed.

NOTES FROM CANADA.

The Montreal City Council has authorised the purchase of a 12,000,000 gallon pump. The report of experts appointed to enquire into the capacity and needs of the waterworks system of the City reported in favour of the installation during 1908, of a pump of this size and also of one of 5,000,000 gallons capacity to be installed before Feburary 20. The latter recommendation was rejected. The water consumption of Montreal has increased to nearly 4,000,000 gallons per 24 hours.

The utilisation of the immense water powers on the great Canadian Continent goes on apace. One of the latest plants has been installed near the small town of Gravenhurst, Ontario, situated on the South bank of the Muskoka river, at a cost of $45.000. A power plant has been erected at South Falls eight miles from the town. The plant is so constructed that its capacity can be doubled at an extra cost of about $20,000. Mr. T. T. Simpson, of Ottawa, was the consulting engineer. He puts the cost of developing the power at $7 per h.p. per annum.

Considerable interest is being aroused in the slate industry of Newfoundland. The quality of the slate being quarried at the Bay of Islands is said by experts to be superior to that of the famous Welsh slate.

TO PROTECT BRITISH CUTLERY.

The Cutlers' Company, the Chamber of Commerce, and the United Cutlery Council (representing the workmen) of Sheffield have agreed upon a form of mark for the distinguishing of foreign-made cutlery from that of British manufacture, and suggest an amendment of the Merchandise Marks Act so as to provide for the adoption of the proposed mark.

The mark decided upon by the Sheffield trades consists of the words "not British," the word "not" being so interwoven with the word "British" that it cannot be ground off a knife-blade by fraudulently-disposed persons.

TARIFF CHANGES

An Order in Council, issued at Ottawa, has transferred the following articles to the free list: Coal tar, base or salt, for use in manufacture of coal-tar dye; crude bromides for the production of bromine; iron tubing, lacquered or brass covered, not over 2in. in diameter in the rough, for uso only in the manufacture of extension rods for windows, when imported by the manufacturers of such rods; lenses and shutters, when imported by the manufacturers of cameras or kodaks.

A Port Arthur despatch says that at the present moment, though the precise figures are not available, the quantity of wheat in store in elevators in Port Arthur and Fort William, as compared with previous years, is unprecedented, and is estimated to exceed by at least 100 per cent. the quantity on hand in any previous year at this date.

The *Canadian Engineer*, which is published in Toronto, is now edited by Mr. E. A. James, B.A., Sc., who left the engineering staff of the Canadian Pacific Railway to take up the position.

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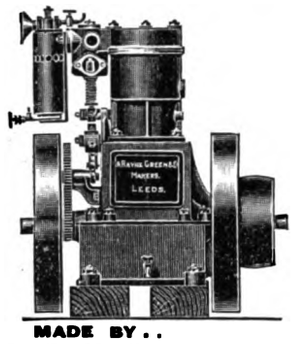
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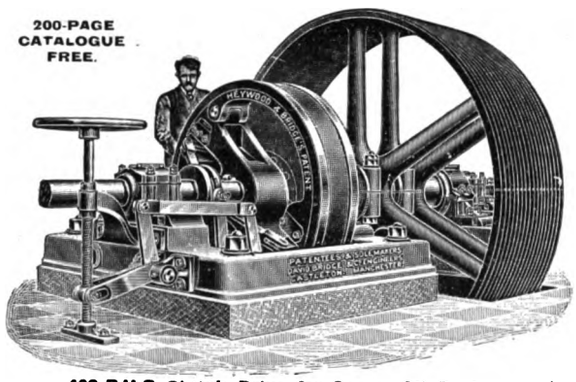
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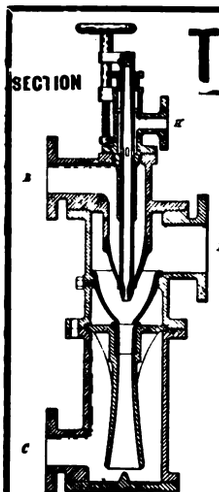
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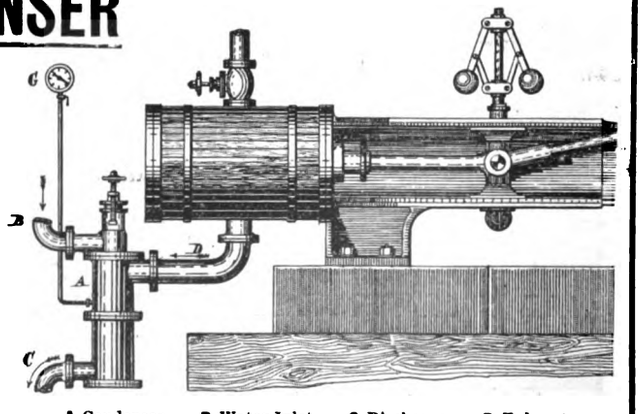
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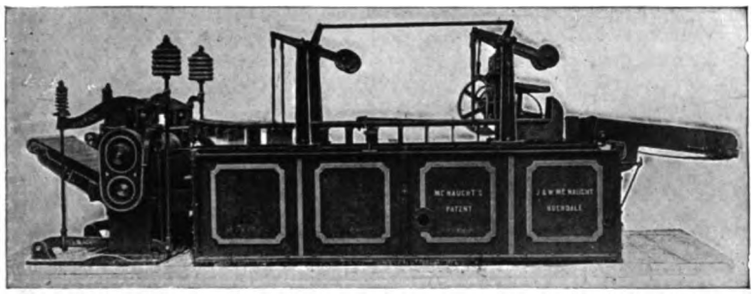
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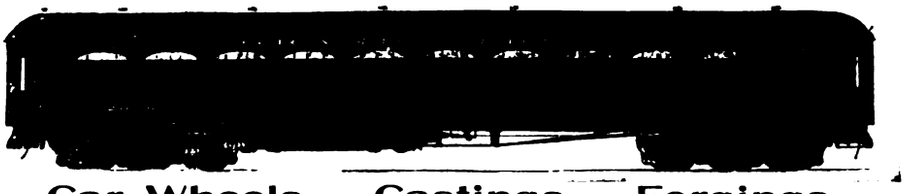
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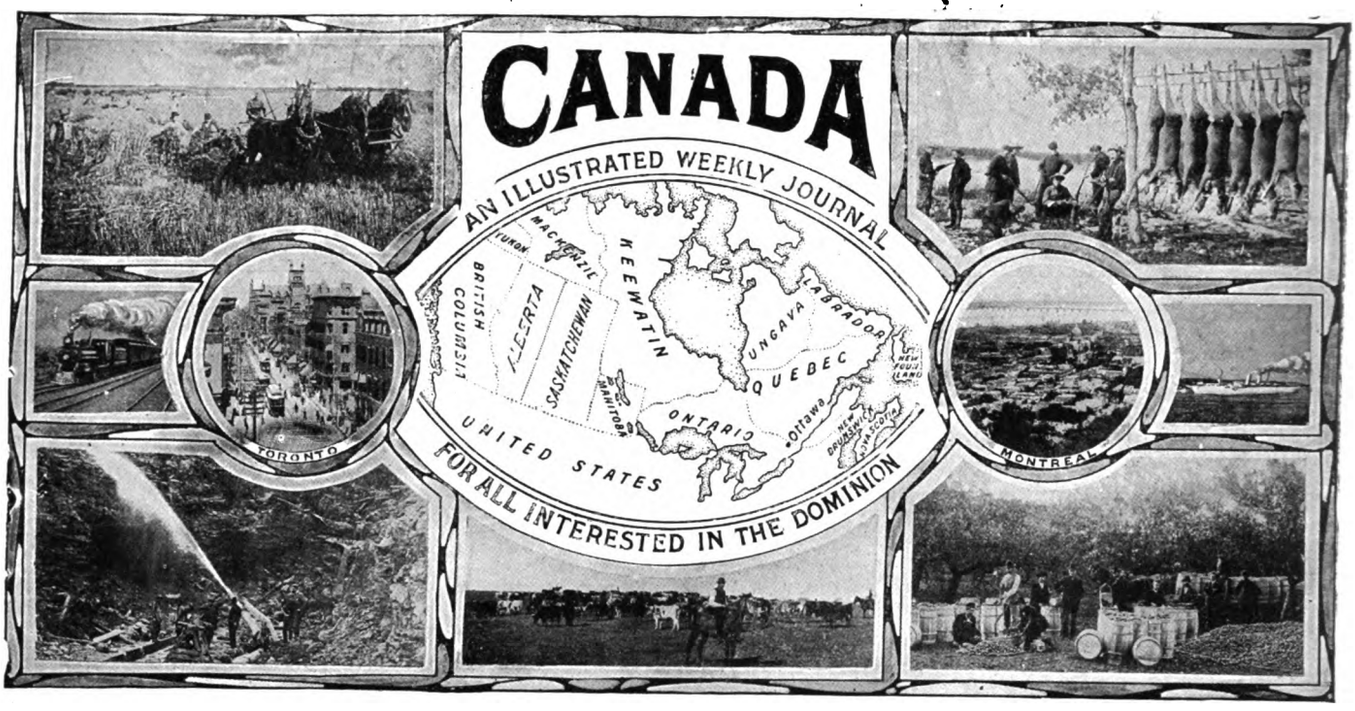
No. 106. SATURDAY, JANUARY 18, 1908. Vol. IX. 6D. WEEKLY.

A FRAIL CRAFT IN TROUBLED WATERS.



PADDLING UP THE RAPIDS OF THE GRAND DISCHARGE AT THE OUTLET OF LAKE ST. JOHN, P.Q.

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LIFE IN CANADA.

THE stay-at-home Briton, for whom the statistics of Canada's geographical greatness are monstrous, meaningless figures, has no conception of the infinite diversity of Canadian life. It is true that he no longer regards the Dominion as "a sort of big, cold, empty spare-room,' or as "a combination of an oven in summer and an ice-box in winter," to quote two libellous epigrams heard in London drawing-rooms. But he believes that life is much the same in every part of a country which extends from the Atlantic to the Pacific, and from the 49th parallel of latitude up to the Arctic circle and beyond it. He thinks that the definition of Canada as "a land of rude plenty" is as applicable to, say, the St. James's Club in Montreal as to the northernmost outpost of the fur traders, and the Canadian visitor who ventures to suggest that the rudeness is not universal and ubiquitous is answered by a bland, incredulous smile, and, it may be, a patronising word of praise for his patriotic mendacity. Even those who have travelled post-haste through Canada sometimes repeat this aspersion. The other day we met an Anglo-Indian, who flatly denied the existence of "comfort" in any part of the Dominion, all save two days of his sojourn there having been spent on the iron trail of the C.P.R. No real effect was produced by a mild suggestion that he would not have been nearly so comfortable if he had travelled 3,000 miles cooped up in the narrow compartment of an English toy-train, with his feet on a chilblain-forcing foot-warmer. A long time must elapse, no doubt, before the British conviction of the dead-level discomfort and plentiful rudeness of Canadian life is finally eradicated. Meanwhile, it must be confessed that this fallacious belief is gradually, slowly, but surely, being confuted. Every British journalist who visits the Dominion provides arguments against it. In discussing the work done by parties of British newspaper-men who have recently toured through the country, the *Winnipeg Telegram* ignores this point. It is neither just nor polite on the part of our contemporary to say "a person named Dawson contributed several interesting letters to the London *Standard*, in which he made everything glow, including the wheat-fields, the future, and, in a somewhat less refulgent measure, his own pardonable ignorance." Mr. A. J. Dawson has a high reputation for brilliancy, combined with accuracy, and his Canadian articles struck us as admirable in every way, and especially as impressions, by a trained observer, of the many-sided nature of Canadian life. Probably the *Telegram* man, whose telegraphese is too full of adjectives, knows Winnipeg and its neighbourhood better than Mr. Dawson. But it was the latter's function to see Winnipeg in its proper perspective for the information of the stay-at-home Briton, and we are very sure that the local-minded *Telegram* man would have failed to do that work half as well. "Canada for the Canadians" is a popular adage with the ultra-patriotic. But "Canada for Canadian writers" is a very foolish application thereof. Fortunately, the vast majority of our fellow-countrymen were only too glad to welcome men of letters from the Mother Country who, acting on the motive of Kipling's wanderer—

> For to see and for to admire,
> For to behold the world so wide—

visit the Dominion, observe its society and institutions from anything but a stay-port standpoint, and perhaps are able to show us matters which we have overlooked because of long familiarity with them.

The truth is that no single Canadian knows all about Canadian life. One might spend a lifetime wandering up and down the Dominion, and even then many phases of its social diversity would have been necessarily overlooked. Every conceivable gradation of existence, from the roughest living to the climax of modern civilisation, may be noted within Canada's half of the North American continent. The manners and customs of the Eskimo people, of the many varieties of Indians, from the civilised kinsmen of Brant to the uncouth, wandering Chippewayans, and of the Métis or half-breeds which represent the contact-line between the conquering and the conquered races—here is matter which, itself alone, would fill a shelf of picturesque volumes. Then there are the half-assimilated aliens settled on the Western prairies; men of all peoples and languages,

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whose gradual conversion into citizens of a truly democratic country is an unworked theme for realistic romance. Next there are the sturdy Japanese, capable of defending themselves against riotous roughs, and the patient, shadowy Chinamen who, even if they sometimes take their savings out of the country, yet leave their works and doings in the unseen foundations of the sky-aspiring commonwealth. Who knows what is in the heads and hearts of these men and other types, such as the Sikh with his war-medals, of the Asiatic emigrant. Then, when we come to the Canadians of British and French descent, the diversity of social types becomes almost too complex for comprehension. Men of letters like Fréchette and the late W. H. Drummond have spent a lifetime on certain phases of French-Canadian life, and have only skimmed the subject. Then there are the innumerable types of British Canadians—workers in mines, in lumber-camps, on the farms of Nova Scotia and Ontario, and the prairie provinces and in the orchards of the Annapolis Valley and British Columbia, ranchers and cowboys, fishermen, factory employés, drummers, store clerks, storekeepers, well-to-do residents in the great cities, and so on. A full catalogue would much resemble the longest of Walt Whitman's verbal cinematographs. The diversity of Canadian life is infinite, and there is an infinity of social types. And as for "comfort," who lives so comfortably as the well-to-do Canadian in town or country? He has, for example, what no Englishman has—a properly warmed house, each room in which has an equable temperature regulated to his wish within a degree or two. There is a spell of winter weather in England at the moment of writing, and the writer is red-hot on one side and frozen solid on the other. Would that he could return to "Our Lady of the Snows"—to get comfortably warmed all over.

Week by week *Canada* endeavours to present, pictorially and in the black-and-white of words, some important phase of the many-sided life of our manifold people. It has been said that it is the duty of every Briton to know something of India, a world in itself. But should it not be a nearer and dearer duty to know something of Canada, as complex a cosmos, and mainly inhabited by people of British ancestry? It should be a part of liberal education to know the Dominion, that is as well as it can be known, without actual travelling. It is the aim, inter alia, of *Canada* to perform this educational work for the younger generation, and we hope some day to test the results of it in a competition for schoolboys.

NOTES OF THE WEEK.

Changes at Charing Cross.

The departure of Mr. Bruce Walker, the Superintendent of Emigration here, will be greatly regretted by his many journalistic friends. It was no easy task to succeed Mr. W. T. R. Preston, with his great gift for organisation and power of strenuous work. But Mr. Bruce Walker, who did admirable work at Glasgow before he was transferred to London, was quite equal to the task, and the originality of his intellectual outlook and genius for shrewd, pithy, picturesque talk made an interview with him a most refreshing episode in the day's labour of a journalist. A strenuous, indefatigable worker, he has certainly left his mark on the Old World organisation for nation-building in the New World. He would not have left us but for the fact that his wife cannot stand the damp English climate, and his innumerable friends will wish him all good luck in the West, where the excellence of his immigration work is so well known and appreciated. He sails for Canada on the 24th of this month, and will be succeeded by Mr. Obed Smith, the Superintendent of Immigration at Winnipeg, whose services have long since entitled him to promotion to a wider sphere.

* * *

Unemployment in Canada.

The Toronto correspondent of the *Morning Post* deals very effectively in a recent dispatch with the grossly exaggerated statements of Mr. Trotter, the Labour delegate, in regard to the industrial conditions of the capital of Ontario and other Canadian cities. It appears that the turning loose of a couple of hundred Bulgarians without food or money on the city had created a panic among the organisers of charity and the municipal authorities, and a rumour arose that relief works on a very large scale would be immediately necessary. But a careful registration proved that there were only 1,200 unemployed, a large proportion of whom were "work-shy" refugees from the country districts. No city of the magnitude of Toronto, with its many charitable agencies, can help attracting the professional "unem" (to use the convenient abbreviation current in the Mother-country), and so becoming afflicted with a permanent unemployment question. Many examples of this inevitable tendency could be given from the cities of the middle and Western States. When Mr. Trotter was commissioned by the Trades and Labour Congress to gather statistics, three strikes, affecting 1,325 men—machinists, plasterers, and electrical workers—were in progress, and the number was greatly augmented by persons coerced into joining the ranks of the strikers. All these men, at least 2,000 in number, were classed in Mr. Trotter's computation as unable to get work, and so also were the large class of labourers whose industries cease wholly, or partially, durthe winter. In such industries, probably, 9,000 are employed under favourable conditions, and they earn such high wages that they can well afford to be idle during the cold months of the year. By treating all such workers as *bonâ fide* unemployed, Mr. Trotter was able to produce a five-figure total for the purpose of deceiving the untravelled Labour leaders of Great Britain. This utterly unscrupulous course was adopted in order to prevent the immigration of the British skilled workman, and to throw discredit on the Canadian Manufacturers' Association, and various emigration agencies in the Mother-country.

* * *

British Unemployed.

However, the charges against the Canadian Manufacturers' Association have been finally confuted. In the first place, every manufacturer wishing to avail himself of the services of the Association has been compelled to furnish the fullest details of local industrial conditions for the information of prospective employees in Great Britain. Since in a large percentage of cases of engagement the passage-money was advanced, it is obvious that the labour required was not available in Canada. Otherwise no employer would have risked the loss of money which, in the event of the recruit's dissatisfaction or dishonesty, could not have been recovered. And, so far from bringing in thousands of British unemployed in order to lower the level of wages, the total number of hands engaged in the last year is only 524, distributed throughout the country from New Brunswick to Alberta. Again, the assertion that the Salvation Army has filled the Dominion with unemployables is absolutely without foundation in fact. Reports from Halifax, Montreal, Ottawa, and other distributing points conclusively prove that not one per cent. of the Army immigrants are out of work, the total not exceeding 100, many of whom have means to tide over the winter, and have actually refused employment. It must be remembered that the Salvation Army does not guarantee employment, except on the land, to its emigrants, and has always discouraged emigration during the winter months. Thus it will be seen that the charges against this organisation breaks down, and cannot have been brought in good faith. No doubt other emigration agencies in Great Britain, especially those operating solely in London, have sent a number of undesirable persons to Canada in the course of the last twelve months or so. But most of them have shipped back to London's "Paradise of Odd Jobs." Dr. Shadwell, writing in the *Times*, quotes a correspondent interested in philanthropic work who crossed the Atlantic in a vessel containing 200 idle fellows returning after a few weeks in Canada, where they had found the work too hard for their liking. The professional "unem" of London who makes a little money, generally expended on beer, by parading the streets in winter, has occasionally been exported, and the Canadian Government has every right to insist that the importation of this hopeless type should be stopped, however the Socialists of Poplar and Battersea may resent the embargo. The new regulation, which prohibits the landing of immigrants unless they

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have come by continuous journey from the country of their birth or citizenship will help to prevent such persons slipping in by way of the United States seaports.

* * *

Naval Precautions.

The completeness of British naval preparations for the defence of the Empire is proved by a notice just issued by the Admiralty for the safeguarding of thirty-five naval ports (including Esquimault, Halifax, and Quebec) "in the event of the relations becoming strained" between Great Britain and any Naval Power. As the Canadian ports in question are under the direct control of the Dominion authorities, it is clear that the British and Canadian Governments must have consulted together before the issue of the notice. No public notice will ever be given of the closing of these naval ports. Such a procedure will obviously put the potential enemy or enemies on their guard. But the appearance in some conspicuous position of three red balls by day, or three red vertical lights by night, will be a warning to Canadians that there is a great danger of war on the seas and that they must be prepared to defend their coast lines. Sooner or later that war must come, for there can be no doubt as to the ultimate meaning of Germany's great additions to the strength of her magnificent navy. What will Canada do then? If Germany finds no allies and suffers the loss of her battle fleet, nothing much can happen on the narrow sea fronts of the Dominion. But, if the struggle is long and undecided, then Canada's colonial trade will be reduced to nothingness; and, again, if the British fleet is beaten, the sight of the three red balls, excluding vessels from the naval ports, will be a sign that not only is the trade of Canada at a standstill but that her national honour is in pawn to the enemy. The whole plan of an amphibious campaign against the Empire has long since been worked out by German strategists. When Great Britain is helpless, then indemnities of money and territory—the latter for choice, since Germany has no colonies suitable for receiving her superfluous population—will be exacted from the great British independencies. At the least Canada would lose her islands. That would be "taxation with representation" with a vengeance.

——**——

THE CANADIAN PARLIAMENT.

Canada and Australia.

Sir Wilfrid Laurier, speaking in the House of Commons, has made it perfectly clear that Canada was not acting in any spirit of retaliation against Australia in dropping the subsidy of the steamship service from Vancouver to Australia from the Parliamentary Estimates for next year. The contract with the steamship company was drawn up in July last. The Supplementary Estimates would no doubt see the subsidy restored.

Replying to a question from Mr. Foster with reference to a speech made by Mr. Sifton while in London, the Premier said he did not understand that Mr. Sifton was pledging Canada, but rather that he expressed the opinion that Canadians generally would be disposed to contribute very generously toward that route.

——**——

CANADA AND THE JAPANESE.

It has been ordered by the Governor in Council that during the continuance of the present conditions of the labour market in Canada immigrants are to be prohibited from landing unless they come from the country of birth or citizenship by continuous journey and on through tickets purchased before starting. This will put a stop to the influx of Japanese by way of Hawaii.

The Hon. Rodolphe Lemieux has informed the *Times* Ottawa correspondent that he is perfectly satisfied that his mission to Japan on behalf of Canada has been successful. He is not in a position to give details of the understanding which has been reached with the Japanese Government, but he will make full explanations in the House of Commons. Mr. Lemieux spoke in terms of the highest praise of the assistance rendered him by Sir Claude MacDonald and the officials of the British Embassy.

——**——

ICE HOCKEY AT PRINCE'S.

In the ice-hockey match between the Oxford Canadian team and Prince's at Prince's Skating Club, on Tuesday, the latter team won by ten goals to four.

"CANADA'S" THIRD YEAR.

Encouraging Birthday Greetings.

We have received, on the occasion of the commencement of *Canada's* third year, the following messages of congratulation and encouragement:—

"I must congratulate *Canada* on its third birthday. *Canada* is certainly doing much for Nova Scotia and for the whole Dominion. The high-class nature of the paper and the excellence of its illustrations makes it attractive, not only to those interested in Canada, but to the whole British public. Your journal is doing splendid work in educating the people of the United Kingdom in the social and physical characteristics of Canada. I often observe very appreciative notices in the Nova Scotian Press, and personally, as Agent-General for Nova Scotia, I find it of great assistance." — Mr. J. H. Howard, Agent-General for Nova Scotia.

"I see *Canada* has entered on its third year of existence. This admirably conducted production is a powerful factor in the interests of the Dominion. I know from experience the good work it is doing for British Columbia. I look forward every week with pleasant anticipation to receiving this really excellent journal." — The Hon. J. H. Turner, Agent-General for British Columbia.

"In sending you my wishes for the celebration of many more birthdays for *Canada*, I should like to add at the same time my high appreciation of the excellent standard both in regard to illustration and letterpress which has been maintained by your journal."—Mr. Archer Baker, European manager of the Canadian Pacific Railway Company.

"Congratulations to *Canada* on entering its third year. The promise of the paper on its commencement has been fully maintained, and there can be no doubt as to the good work it is doing for Canada, both in its illustrations of Canadian life and scenery, and in the information it gives on all matters relating to the Dominion."—Mr. H. H. Norman, Secretary, The Grand Trunk Railway Company.

"*Canada* is to be congratulated upon its third birthday. It is really a splendid paper, and the amount of good it is doing to the Dominion is almost incalculable. The new and artistic cover adds to its attractions. *Canada* supplied a long-felt want, and I hope the interest taken in it and the work it is doing will increase with each coming year."—Mr. H. V. Jones, Assistant Manager of the London branch of the Bank of Commerce.

"I should like to tell you of the great good I find your journal is doing, particularly in the financial world, of which I am best able to speak. The scope and accuracy of its information commends it to all those interested in Canadian securities. I and other members of the firm never lose an opportunity of recommending it to our numerous clients, and I hear many expressions of hearty appreciation. Long may it continue in its splendid work."—Mr. E. Wilton, of Messrs. Sperling and Company (a financial house prominently connected with Canadian affairs).

"I congratulate you upon the fact that *Canada* has entered upon its third year of issue. It has certainly been doing useful work, and I am sure every one connected with the great Dominion wishes it continued success."—Mr. J. G. Colmer, of Messrs. Coates, Son and Co.

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THE NEWFOUNDLAND LEGISLATURE.

New Fast Atlantic Steamship Service.

The Governor's Speech at the opening of the final session of the present Newfoundland Legislature stated that the meeting of the Legislature was early this year because the Labrador boundary dispute had been referred to the Privy Council and the fisheries dispute with the United States to The Hague Tribunal, and the conduct of the colony's case in both instances would require the undivided attention of Ministers. The Speech, continuing, emphasised the prosperity of the past seven years, during which trade had increased 39 per cent. It recounted the developments during the year in the American fisheries dispute, and announced the beginning of the construction work on the fast Atlantic steamship line viâ Newfoundland next summer. The Speech further promised the establishment of a model farm, an increased grant for education in the poorer districts, and inquiry into the feasibility of an old-age pension scheme, an employers' liability measure, and larger grants for orphanages, lighthouses, and harbour works.

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MR. RICHARD GRIGG'S REPORT.

The report which Mr. Richard Grigg, the Commissioner sent out to Canada by the British Board of Trade to inquire into the means of increasing the importation of British manufactures to Canada, has presented to the President of the Board of Trade, which has been awaited with interest by commercial men throughout Great Britain, was issued just as *Canada* went to press. It will be fully dealt with in our next issue.

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THE OLD TRAIL.

Freighting in the North-West.

By "Westerner."

IT all came from a letter of introduction in the first place. The said letter was kindly given to the writer and presented by him to a personage who was reputed to have rolled far without gathering much, or indeed any, moss. "Why don't you go west?" was the query. "How old are you? Seventeen? Then take the first train. The West's the place for you. Work? Lots of it. Where should you head for? Anywhere; go as far as your money will take you, and then go on till you're put off. You can't get stuck, there's lots to do." All this with the cheery optimism of the man who hasn't the faintest notion of taking his own advice, but for all that sees bright prospects ahead for the other fellow. However, the seed fell on fertile soil. The very idea of the West carried a flavour of romance with it, and the reputed freedom of the far-off country seemed strangely enticing to the boy who had spent two or three years grubbing around amongst "down-east" farmers and their kind. Anything was preferable to a continuance of that deadly existence. It was in the days when there was only the one way to get West; the Canadian Pacific Railway was just finished, and people's minds were turning to the country which had so lately been the scene of the rebellion of '85. My imagination was fired with the tales of Indians and prairies, of ponies and antelope; so a hasty computation was made of funds, with the result that I found myself possessed of enough money to take me to Calgary, of which place I possessed the most correct and concise information that it was "just this side of the mountains," and in the centre of a "great country."

Even at that early stage of the game I must have possessed a most remarkable bump of prudence, as my calculations of the distance West that I could travel were limited by the feeling that I must not arrive quite penniless. Since those days I've many a time watched immigrant trains pull in, and still retain a lively impression of the discomforts of that trip. A friend and I who travelled together fed ourselves out of a basket of food that we provided before starting, and I well remember the deadly loathing with which we approached that basket after the fourth day's journey. However, we arrived safely, and "piled out" on the little platform at Calgary one fine March morning about 2.30 a.m., quite happy, eyes wide open for adventure, and, marvellous to relate, the huge fortune of $17 in ready cash in our pockets. They say that life is at its lowest ebb just before daybreak and I can bear the saying out, inasmuch as painful experience has shown me that at that hour all the grit in one's composition seems to be just what has worked in over one's boot-tops and lingers in one's socks, not enough to drive one forward, but a whole lot too much to let one stand quiet; personally I prefer to call such feelings "prudence" rather than "sheer funk," but it's not a pleasant sensation, under either name.

We were still possessed of one more "letter"; the first had led us so far, and, regarding ourselves as the playthings of fortune, curiosity, if nothing more, prompted us to try our luck with the other just "to see what happened." This one was addressed to the Bishop, who was reputed a mighty traveller, and he, good man, presented us with a fine, large map of the country, and told us that the best way to see that country was to buy a buck-board and pony and drive about. At an even earlier period of my existence I had been told to regard the wide world as my cabbage garden, without being in possession of even the seed to plant the crop, and as I retained a hazy impression that even in church one never got two consecutive lessons from the same Gospel, it seemed that his lordship was hardly playing the game. Possibly he thought so too, for he braced up and remarked: "I'll give you a line to Mr. Malone; he'll fix you up all right." To Mr. Malone, then, we went, and he, good chap that he was, sized up the situation accurately. "What you chaps want is a job, I guess," he said. "I'll fix you plenty. You come back to-morrow morning ready to start out."



CROSSING THE SASKATCHEWAN BEFORE BRIDGES WERE BUILT.

However, as during the day my friend struck a job for himself, I was left to show up by myself. It appeared that a certain Pat Uniacke, who was by profession a freighter, and by misfortune a half-breed, wanted me to help him with his string of carts, and to him I hired myself for my grub, and what I was worth over, for the round trip from Calgary to Edmonton, a distance of some 200 miles, and back.

There were three of us when we pulled out that morning, and to my unaccustomed eyes ours was but a strange outfit. There were some seventy-five or eighty Red River carts hauled by beasts of every kind—ponies, oxen, and mules all being pressed into the service. A Red River cart is of the simplest possible construction, just two large wheels with a heavy axle between and two long poles, generally made out of small spruce trees, for shafts, on the top of which was built a framework of boards and willow sticks for a box. The harness was primitive, consisting of collar, back-band, and braces, the whole lot more often than not being made of raw hide. Each cart carried from 500 lb. to 750 lb. of freight, a very mixed cargo, consisting mainly of provisions, but also axes, spades, hardware and tools of all kinds, blankets, boots, etc., all the stuff that would be wanted by the settlers in the land to which we journeyed.

It had been a fine winter, and there was no snow, so that the trail, though frozen, was smooth, and the long string of carts trailed along in a fine old cloud of dust. We were mounted on cayuses; tiny little creatures they looked, too, to carry a big man, stock-saddle and all, and our job was to keep the whole string moving steadily along. For a time there was plenty to do, as the leaders



A WAYSIDE INDIAN CAMP.

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would sometimes break into a trot and leave big gaps in the line, and when stopped would swing off the trail and scatter, and at others stop short and resist all attempts to make them move. However, by the second day out everything was going smoothly, and it was merely a case of keeping all going steadily together. Quite a cavalcade it looked, the long line of carts strung out over a quarter of a mile of trail, and the inevitable little bunch of ponies following up behind like so many dogs. We used to make about twenty miles a day, unless the oxen got footsore, when we had hard work to shove them along at all, and would camp wherever we struck good water during the afternoon.

A very primitive kind of camp, too, was ours A little tent, tattered and weather-beaten, and our own blankets. The leaders



A TWO MILE-AN-HOUR GAIT: A STRING OF RED RIVER CARTS ON THE TRAIL.

stopped and started to feed as soon as they were swung off the trail, and all three of us started freeing them from their harness, letting the rest come along as they would. One buckle at the hame strap was all that needed loosing, and the harness was just thrown back on the cart till morning. Fried sowbelly (bacon) and beans, bread and tea, was our fare, and wonderfully welcome it was after a long day chasing those infernal bulls along the dusty trail. I remember I created somewhat of a sensation in the minds of my companions by washing myself in a slough, quite an unnecessary trouble it was considered, and one which might be fraught with considerable peril to the constitution. One or two of the old ponies carried bells at night, and the whole bunch fed around. One of us herded them for a while till it got dark, and we all turned out and gathered them up just before daybreak. Breakfast was cooked while they were hooked up, and the cook started the string along the trail while we other two ate our grub, and so along another day's march.

Fine weather and all, as it was, we had two or three little snowfalls, I remember, and the first time I slept out with the thermometer at zero or below seemed good and cold, but on the whole we travelled along cheerfully enough. It took some twelve or fourteen days to make the trip to Edmonton, as we did not travel by any means steadily. Just below the ford of the Red Deer, where there was a little police outpost and the first beginnings of a settlement, we met a man coming out with furs. He had with him a couple of green buffalo hides, the only raw buffalo hides I have ever seen. So up along past the Blindman and the Battle rivers, past the Bear and Peace Hills' reserves into the wooded country nearer the Saskatchewan. Once we met a party of Cree Indians, who were camped on a creek, and then it was, "Hi, Nichi, Meewasin Keesikow," and the whole outfit was hung up while Pat stopped to trade some of his ponies with his relations. While we were camped, and while the trading was going on, another outfit happened along.

This was a man with a lumber wagon and a team of horses, with another pair of unbroken horses tied alongside, one on each side of his team. He camped, too, and was the cause of considerable confusion. He couldn't let the colts loose, and was far too lazy to picket them out properly, so he passed a couple of lariats tied together under his wagon and tied a horse on to each end. All went well till they had fed out to the full extent of the rope each way, and then when one horse pulled the other couldn't eat. Presently something scared them, and they were off like a shot. Over went the wagon with a crash, and away they went with the long rope swinging between them like a skipping rope. They bore swiftly down on the Cree tepees and upset them like so many card houses. One old buck got the rope in the small of his back, and was shot into the air as from a catapult. Talk about pandemonium! It was too funny to be really angry over, but I was most heartily thankful that they hadn't stampeded our little lot, as otherwise it would have been my painful duty to have rounded them all up again.

We took the opportunity to make some bannocks, and the Indians came promptly to beg some. One old beggar, evidently the boss of the lot, sat down in front and took all that was coming.

I don't believe he had a tooth in his head, anyway, his simple method was to try and bite anything that was given him; if he could bite it he kept it; if not, he passed it on to those behind.

So we pulled finally up to the Saskatchewan river and camped on the top of the south bank, where Strathcona is now. It was a perfect evening, about April 1, and I well remember the view of the splendid river lying at the bottom of the lovely wooded gorge, some 300 ft. below us, with the bright light of the setting sun lighting up the hills the other side, bringing into strong relief the cluster of white-washed block-houses which formed the Hudson Bay fort and trading post, and showing up on the crest of the precipitous north bank the scattered buildings which then constituted the town of Edmonton.

It is good to look back on those days and think how the absolute stillness of that spring evening in Alberta, only broken by the weird cry of a single coyote far away down the ravine, but echoing in the hills and gulches till one could swear there was a pack of them, drove from one's mind all thoughts of the rough life we lived and the bareness of our prospects; and, sitting here, to still feel the glamour and romance of the "Great Lone Land," which, taking then its first strong hold, has, through all the years of ups and downs, full pockets and poverty, good times and lean years, never entirely lost its grip of the imagination.

FRENCH EMIGRANTS IN CANADA.

A Question of Religion.

The establishment of a direct line of steamships between Havre and a Canadian port by arrangement between the Allan line and the Dominion Government seems to have not only helped trade intercourse, but also to have led to a substantial increase in the volume of French immigration. It is well known that the Government of France does not encourage emigration, but various causes have been at work to extend the knowledge of the country with which Frenchmen have such historic ties. Statistics show that in 1904 there entered Canada 1,534 immigrants from France. In 1905 the number was 1,743, and in 1906 1,648. During 1907 the number is estimated at 1,700, the total for the four years being 6,625. The total immigration into Canada in those four years was 777,000. The expectation is that the total immigration in 1908 will be 250,000 people, of which total the number coming from France can only be an infinitesimal proportion. It is, therefore, amusing to read in a Toronto journal of Orange proclivities that danger is to be apprehended from the inconing of "a papal host." The French-Canadians who have, in too few numbers, located themselves in the growing west have proved honest, industrious, and thrifty settlers; their religion is of no more concern to the community than that of any other of the numerous sects from all parts of the world who are making Canada their home. Indeed, it is self-evident that Canada, as a whole, would be benefited by a greater migration from the Province of Quebec to Western Canada of the thousands who now leave their native province to work in factories in the adjoining New England States. In the West they would equally realise the advisability of learning the English language, and better appreciate the work of those statesmen of their own race and religion who have played—and are playing—such a great part in building up a Dominion of Canada, the most recently deceased of whom, the Hon. J. Israel Tarte, left this admonition to his sons:—"Remain French and Catholic and loyal to King and Empire. Discharge your duties as good citizens."

Mr. B. M. Patton, on behalf of the Prince's Ice-Hockey Club, presented to the Duchess of Bedford, president of the club, last week, the Lyons trophy, which was won outright by the Prince's Ice-Hockey team last year. The presentation was made as a token of appreciation of the great kindness and consideration that the Duchess of Bedford has always shown in granting facilities for ice-hockey at Prince's.

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How Canadian Children become Self-Reliant.

By BRIAN BELLASIS.

Children in Canada very soon learn to look after their own affairs, and, for that matter, to assist in looking after the affairs of the "grown-ups" that belong to them. On the farm labour is too scarce and expensive to allow them the nurse that, in England, brushes our hair, buttons our boots, and generally assists us to face the world every morning till we are of an age to go to school. The Canadian child of five who at least was unable to put on its most essential garments would, in many cases, I am afraid, go garmentless. I shall never forget the scorn



BREAKFAST ON THE VERANDAH.

with which a young Canadian friend of mine treated the offer of a maid to assist her in dressing. "I guess I can manage all right, thanks," she said; "I've been able to fix my own clothes for three years now." She was then seven.

Most of them are able to take a great many of the smaller details of the household work off their mothers' hands: in fact, in one family that I know the children "ran" the house while their mother took a week's holiday. The eldest boy is a splendid



'IN CAMP AT THE 'BERRY PATCH.'"

cook, though only fourteen years old, and his pies and cakes are delicious, as I well know. The accompanying photos. show the three little girls eating one of his breakfasts on the verandah. "Washing-up" was afterwards done in the lake in front of the house. Occasions when the household falls on their hands are rather holiday ones for the children, for of course "school doesn't keep" in a case of that kind, and there is an interlude in the round of lessons.

Perhaps this sounds rather an "all work and no play" sort of life, but this is not the case. They get plenty of play and perhaps enjoy it more than the "lucky" kiddies who get nothing



GOING TO SCHOOL IN WINTER.

else. In the summer they are in the open air the long day through, and in or on the water the greater part of it. The illustrations show one of the boys taking his sisters for a paddle on the lake. Usually they have a week or so in camp at the "berry patch," where all hands pick and eat wild raspberries from breakfast to supper time, and after supper make jam till they roll up in the blankets. At the end of the summer they



"THE ROUND OF LESSONS."

are all as hard as the proverbial nails, while their sturdy little legs, which have been innocent of shoes or stockings for months, are as brown as any Indian's. After all, their lot is hardly harder, at any rate, than that of the average child at home who has "Nursie" as a constant tyrant. Canadian children brought up in this way are as happy in every way as English children, and have perhaps a better chance of growing into healthy, self-reliant men and women able to make their own way in the world.



PREPARING FOR A PADDLE ON THE LAKE.

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THE IROQUOIS OF THE WEST.

An Interesting Discovery in the Rockies.

AMONG the interesting discoveries made by the explorers employed by the Grand Trunk Pacific, the new transcontinental line now being built across Canada, is the finding, away in the heart of the Canadian Rockies, of a band of Iroquois Indians, consisting of some three hundred prosperous families. The presence of these representatives of a once powerful nation, which originally had its home on the Eastern shores of the Continent, and was noted for its settled habits—so different from the nomadic customs of some of the Indian tribes—some three thousand miles west of the country of their forefathers, requires some explanation.

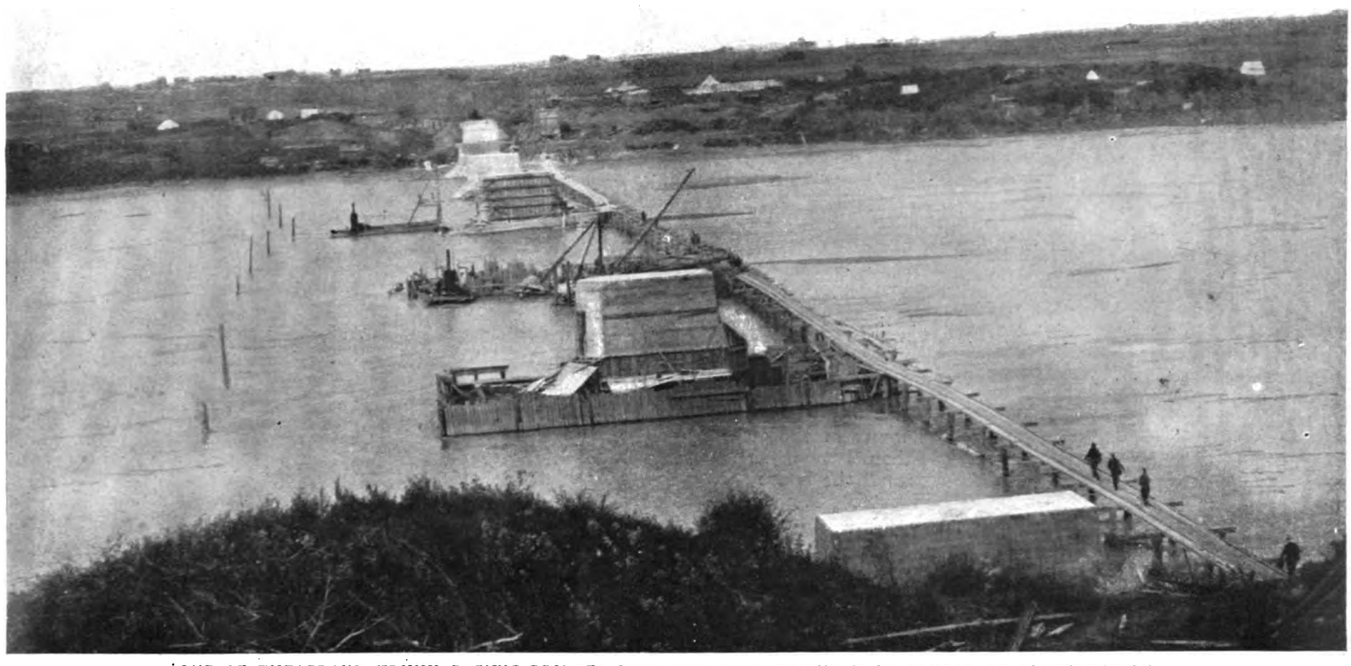
The Iroquois people consisted originally of a confederacy of five nations—the Mohawks, Oneidas, Onondagas, Cayngas, and Senecas—united by a system of clanship, but having no defined and continuous ruler. For many years after the knitting together of these peoples into one nation, an event which occurred some four hundred years ago, their affairs were entrusted to a central council at Onondaga. The territory they occupied stretched from the district that is now the State of New York into Ontario and Quebec, and from the coast some distance into the interior. Though numbering only about four thousand braves at the height of its power, so great was the military skill, the bravery, and the hardihood of this nation, that it made the Five Nations a word of terror to all the tribes from Quebec to the Carolinas. To the original colonists it was a source of everlasting dread, and many an early farm and village has been devastated and their inhabitants massacred by the relentless Iroquois. At a later period they fought side by side with the red-coated British regulars in the battles against the French in Quebec, and against the American colonists in the wars of the eighteenth and early nineteenth centuries, and in a great measure helped to win Canada for the Empire. In 1715 the Iroquois were strengthened by the admission of the Tuscaroras, a warlike people of the south, and with this help were easily able to retain their standing as the most powerful of the savage nations of North America. These confederated peoples possessed to the fullest extent the qualities which go to make the character of the Indian; pride, lust of conquest, and cruelty on the one side, courage, patriotism, and a marvellous energy on the other. They were also a thrifty people, and were found by the first settlers to be living in log houses, farming in crude fashion, and growing maize and pumpkins with much success.

The Iroquois had been a fighting race for centuries before the arrival of any Europeans in the country, yet it is on record that they received the first settlers in a friendly way, and offered no violence until their country was over-run by the French. From that time until the last blow had been struck between the French and British forces their hand was ever against the French-Canadian settlers. After the Colonial wars—during which the strong arms of the Iroquois braves fought against the Americans, first when they rebelled, and subsequently when they invaded Canada—the Six Nations for the most part took up their residence in Canada, where they were given reserves in Southern Ontario. It was at this stage that the band whose descendents have been discovered in the Rockies must have parted from their tribes. It is known that some representatives of the nation remained in the States, but only to be deported to reservations in the West. The present generation of the Rocky Mountain tribes can trace their backward trail as far east as Illinois. Beaten and baffled by other red men, and driven ever westward by the whites, they literally fought their way to the foothills of the Rockies. In the Blackhawk uprising they were driven from the States, and travelled many months through strange lands and territories ruled by savage Indian tribes. They sought shelter with the Blood, Blackfeet, Cree, and Beaver Indians, but were treated like outcasts, and finally driven further westward. From camp to camp they journeyed until they struck the Nez Perce country, in Northern Idaho, going thence to Spokane and Yakima settlements, but were not allowed to remain. From the Yakima valley they went into the Colville district, where half their number were killed in combat with the Colvilles and Cœur d'Alenes.

Finally they settled in the RockyMountains at the mouth of Yellowhead Pass, and, as no one appeared to molest them, they remained. For a time they traded with the Hudson's Bay Company, but for many years they have not been in communication with either factors or traders. The men devote their time to tribal sports, such as games between boys, foot racing, and ball playing, the last-named pastime being a cross between lacrosse and baseball, the bat being similar to that used by cricketers, with a net on the end.

To the traveller and explorer the discovery of this remnant of the once powerful Iroquois nation hidden away in the hills is interesting, but to the promoters of the new national highway, and the Government which is backing the builders, it proves beyond a dispute, what the Government experts have always held, that there are favoured sections and sheltered nooks even far up in the Northern Rockies, where horses and cattle could be bred and grown successfully. The engineers responsible for the main facts here set forth state that the horses owned by the Indians at Yellowhead are good range horses.

BRIDGING THE "SWIFT FLOWING RIVER."



ONE OF THE GRAND TRUNK PACIFIC BRIDGES OVER THE SASKATCHEWAN IN COURSE OF CONSTRUCTION.

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The Wealth of Canada's Fisheries.

GREAT ROOM FOR DEVELOPMENT AND CAPITAL.

IN an interview which he accorded to a correspondent of *Canada*, Professor E. E. Prince, Commissioner of Fisheries for the Dominion of Canada, urged the need for capital, and for more systematic exploitation to make the fishing industry of Canada as profitable a line of investment as any that the Dominion has to offer "Both the coastal and the inland waters of the Dominion," said the Professor, "abound in the finest food fish of the world, and in such variety as one may fairly assert is unequalled in any other part of the world. Even in Canada itself there is a market for a much larger quantity of fish, both from the Atlantic and from the Pacific seaboards, than finds its way there to-day, while some of the products of the Canadian fisheries have, of course, a reputation that extends far beyond the bounds of the Dominion's provinces. The Government is anxious to encourage by all means in its power the development of the fisheries, and through the medium of a Commission is now investigating the present state of the industry on the Pacific coast, where a situation has arisen that threatens the destruction of the valuable salmon fishery of the Fraser River.

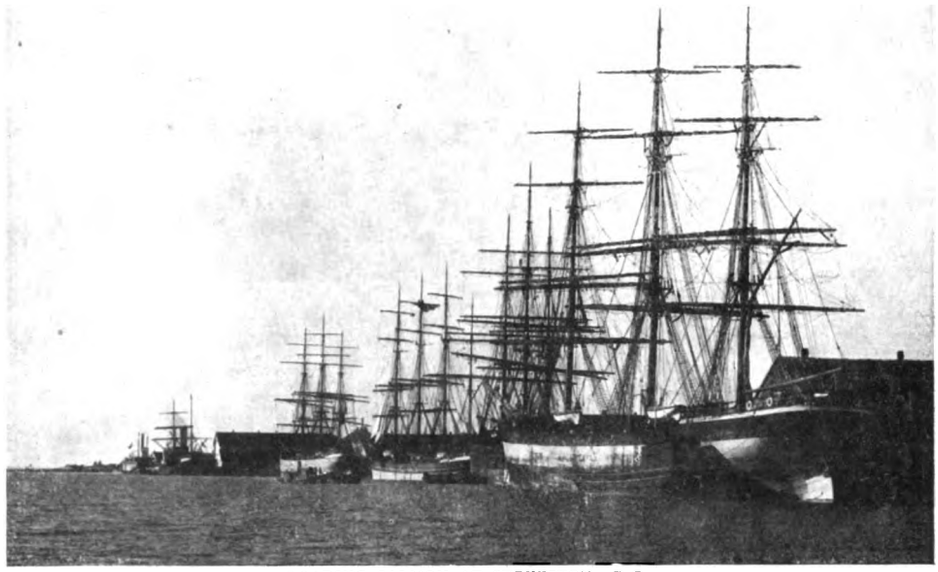
Indeed, it is not too much to say that the salmon-canning industry on the Fraser is absolutely doomed unless some means can be found of protecting the fish from extermination at the hands of our American neighbours. A crisis has arisen in this great fishery. Owing to the fact that the main schools of salmon passing from the sea to the Fraser River, and other British Columbia rivers, on their way to the spawning grounds, traverse a portion of the coast of the State of Washington, where no system of protective regulations comparable to the Canadian system is carried out, the Fraser River catch has been already seriously injured, and great losses have resulted to the fishermen, canners, and others.

"There is but little comfort," added the Professor, "in the reflection that the results of this short-sighted policy will fall as heavily on our American neighbours as they will on ourselves. Fortunately for us the Fraser River is not the only salmon river on the coast of British Columbia, and splendid catches are being made in the streams farther north. The Commission has made a most careful investigation of the whole question, and will shortly report thereon to the Government of Canada."

The catch of fish in Canadian waters, including seals, fish products, and other similar items, for the season of 1905, the last for which official returns have been published, amounts to the sum of nearly $29,500,000, or nearly as much as the total production of gold and coal in the Dominion during the same period. The export of fish from Canada during the same year amounted to $16,000,000, being an increase of more than $5,000,000 over the preceding year. The following statement shows the relative values of the principal kinds of commercial fishes for the season of 1905:—Salmon, $8,989,942; lobsters, $3,906,998; cod, $3,421,400; herring, $2,303,485; whitefish, $1,051,161; mackerel, $958,223; sardines, $878,372; and haddock, $806,743.

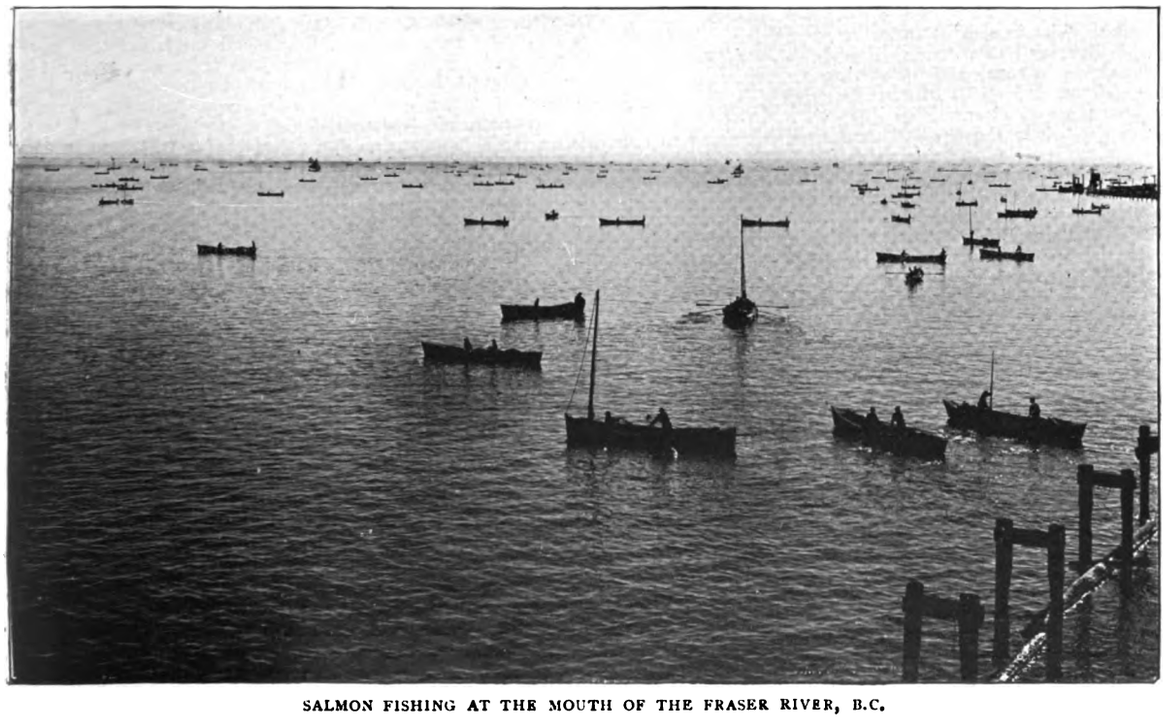
The quantity of fish used as bait in the season of 1905 is valued at $455,900, and that of fish oil at $259,480. The fur seal skins secured by the British Columbia hunters during the same period realised $331,152.

The Dominion Government is anxious that the Atlantic fishermen should have an opportunity of supplying the interior markets of Quebec Ontario, and the prairie provinces, and will soon, therefore, establish a railway cold storage system for the transportation of the fish from the Atlantic seaboard to the distributing centres of Montreal and Toronto. In addition, so that there may be no scarcity of bait along the coast during the fishing season, the Federal authorities have co-operated with the local fishermen in the erection of cold storage houses in which frozen bait is kept until it is required.



LOADING SALMON AT STEVESTON, B.C.

During the season of 1905, no less than 82,870 fishermen were engaged in the Canadian fisheries, exclusive of the thousands employed in the lobster-packing industry. While 9,366 sailors manned the 1,384 fishing crafts, no less than 73,500 fishermen used 41,463 boats for the same purpose. Altogether, nearly seven million fathoms of nets were used, with many other fishing implements, aggregating a capital of nearly thirteen million dollars, that is, over half a million more than the previous outlay. The lobster plant alone is estimated at $1,426,300, comprising the equipment of 723 canneries, dispersed on the coast of the maritime provinces. Of these establishments, Nova Scotia operated 237, New Brunswick 198, and Prince Edward Island 196. Besides the packing industry, the shipping of these fish alive from or fresh to the New England markets has developed large proportions. For those suitably located, the latter branch of the lobster industry is more remunerative. Over 14,000 persons found profitable employment in these different establishments, which put on the market about 10½ million lb. of the preserved article, valued at $2 624,400. Including the fresh lobsters, the whole aggregates a value of $3,907,000, the second of importance on the list of commercial value.



SALMON FISHING AT THE MOUTH OF THE FRASER RIVER, B.C.

It is claimed for the fisheries of British Columbia that they are

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the most prolific and valuable, not only in the Dominion of Canada, but in the whole world. Facing, as it does, the warm Japan current, the innumerable inlets, rivers, and protected waters of British Columbia are alive with almost every known variety of marketable fish. The production in 1895 was valued at $4,401,354, in 1905 it was $9,850,216. These fisheries, although already well developed, are still capable of enormous expansion. The amazing feature of these fisheries is that they may be carried on in waters perfectly land sheltered. Hecate Straits, Dixon Entrance, Queen Charlotte Sound, and the Straits of Georgia, with innumerable deep inlets, bays, and arms, are so shielded from the open ocean as to furnish splendid shelter conditions. Vancouver Island and the Queen Charlotte Island form a barrier against storms, while the shores of these islands are themselves penetrated by extensive channels, arms, and bays, abounding, like the adjacent ocean waters, in the most valuable economic species of fish. The greatest spawning and feeding grounds in the world for herring, halibut, flat-fishes



A SEAL HERD "ROUNDED UP" BY HUNTERS BEFORE BEING KILLED.

allied to the plaice and sole, and numerous other food fishes occur within the vast sheltered area, covering nearly 30,000 square miles, extending from the international boundary line on the south to the Alaskan limits in Dixon Entrance on the north.

"The incoming of vast numbers of settlers into Central Canada and the growth of new towns and settlements east and west of the Rocky Mountains is already creating a market of great proportions for Pacific sea fishes. Fresh halibut will soon be in large demand. This, like codfish and other Pacific fish products, are readily canned, smoked, etc. New enterprises of this nature are capable of rapid growth in British Columbia.

The evidence taken before the Commission referred to by Professor Prince not only has shed much new light on the extent and value of these fisheries, but has emphasised the pressing need for better regulation of the industry, so as to save some of the most valuable fishing grounds from depletion. The important industry of salmon canning is already on the decline, and this decline is undoubtedly due to the inability of the salmon to reach their spawning grounds in the upper rivers. The salmon industries of the Fraser River and of Puget Sound are by nature so closely bound together that the unregulated slaughter of the fish in the one is bound to end in the ruin of both. The Dominion Commission has conferred with the American authorities in the hope of bringing a joint action to save the industry before it is utterly destroyed, but there seems little hope of the Yankees agreeing to any regulations whatever. Their traps, as they are now placed at Point Roberts, head off the schools of salmon on their way to the spawning grounds before the fish ever reach the latter.

There are eight Government hatcheries in operation in British Columbia, one having an output of 30,000,000 eggs. Three new hatcheries are also to be built in the near future, which will mean an output of about 127,000,000 salmon eggs per year. But if this amount were extended to the planting of 270,000,000 young salmon per season, it is very questionable if it would long withstand the blind greed of the Puget Sound canners.

Unfortunately, however, the Canadians are not deriving the profit that they should from this source. The catch, instead of being marketed in the Dominion, is shipped by the carload to the Eastern States, travelling across the continent in bond and entering the United States duty free, while the Canadian fisherman who attempts to take advantage of the United States market for any fish that he may not have been able to sell locally, is met by a Customs duty of a cent per pound.

The salmon industry, however, may be said to have reached a full degree of development with its annual production nearing in some years the ten-million dollar mark. The labour problem has been solved by the introduction of labour-saving machinery, which, moreover, insures great cleanliness in packing.

"The halibut fisheries, valued at $500,000 a year, are of much more recent origin than the preceding. This fish, which weigh one hundred pounds and more, are scattered all over the straits, These fisheries are largely in the hands of Americans, who with modern boats make enormous catches.

"Prof. Prince has high esteem for the black cod of British Columbia, which is not yet marketed in large quantities. It abounds along the western shore of the Queen Charlotte Islands, and is said to be far more appetising than the drier and firmer true cod. The main difficulty seems to be in preserving the fish for distant shipment. There is also the oolachan, a fish the size of smelt, which crowd the entrance of the rivers from early in March to the middle of April. In a freshly caught condition the oolachan is delicious, and its flesh is stated to be as great a restorative to the wasted human system as cod liver oil The herring fisheries are already important, but Prof. Prince looks forward to a great development. Herrings are caught in every part of the British Columbia coast, and in the north they reach a size almost equalling the large Labrador herring. There seems to be little doubt that if the movements of the schools could be ascertained, which is possible by a scientific survey, herring could be captured in enormous quantities during the whole year, as in Scottish and English waters. A great difficulty has also been in the methods of packing the fish for export. At the suggestion of Professor Prince, a Scottish expert, with a staff of fisher-girls who gut, and coopers who attend to the barrelling, have been imported, and sample shipments of Scottish-cured British Columbia herring will compare with any herring in the world. There is no reason why the province should not put up as large a pack of the best herring as Scotland, which yields annually 250,000 to 350,000 tons herring, valued when ready for market, at no less than $5,000,000 or $6,000,000. A very extensive trade has recently grown up with Japan in dry salt-cured herring, which is also capable of great developments.

When Captain Balcom, of Victoria, first announced his intention of catching whales off Vancouver, men shook their heads. But after a few seasons' trial the Pacific Whaling Company proved not only that there are whales to be caught off the British Columbian coast, but that there is an immense profit to be derived from this source. At present there are two whaling stations on the west coast of Vancouver Island, and another is about to be established at Nanaimo. The catch includes finbacks, humpbacks, sulphur-bottoms, and occasionally one of the sperm variety, and monsters have been taken of more than 100 ft. in length. After they are caught the whales are drawn alongside, pumped up so as to make them buoyant, and then towed to shore. The blubber is taken out, and after all the oil has been removed from the flesh and blubber, what remains of the carcase is turned into fertiliser. About a hundred men are employed at a station which produces about 500 barrels of oil a week and about 150 to 200 tons of fertiliser. Certain parts of the flesh are considered a great delicacy among the Japanese, and will in the near future be exported to that market.

The sealing industry in the Behring Sea, of which so much was heard a few years ago, does not yield the catches that it did in years past. At present, however, some forty-two sealing vessels operate from the port of Victoria, and are making an average catch of from 800 to 900 skins a year. The usual catch for the whole fleet is 13,000 to 20,000 skins a season, the skins of the fur seal bringing from $15 to $25 each. If the hunters were allowed to take their own way of capturing the seals it would not require many years to exterminate what remain, for the habit of the seal is to congregate in large numbers on the rocky shores where it is easy to land and knock them on the head. But to preserve them from extermination regulations are enforced by which the Canadian hunters must either shoot their prey at sea or spear them in the Behring Sea. The United States Government is anxious to obtain for its people a monopoly of the seal fisheries of Behring Sea, and wants to buy out the Canadian sealing fleet and indemnify them for the discontinuance of their industry. The Canadian Government has not looked, though, with any great favour on the proposition, and it is doubtful whether it will ever be carried into effect.

There is scarcely a branch of the British Columbian fishing which has attained as yet its full development. Some of the fisheries, indeed, are in their very infancy, and with wise protective laws and an efficient patrol service to see that these laws are carried out, the fisheries of British Columbia will remain a permanent and increasing source of wealth to the thousands who are engaged therein.

A handsome moose head with antlers spreading 61 inches, the animal carrying which was shot in New Brunswick last fall, has been mounted for the Department of Agriculture.

Fanning Island, one of the most important landing stations of the "All-British" Pacific cable between Vancouver and New Zealand and Queensland, has been sold by auction for £25,000, the purchaser being Father Rongier. The original owners (by possession) were Messrs. Gregg and Bignall, both of whom are now dead.

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LITERATURE AND ART.

THE UNIVERSITY MAGAZINE *

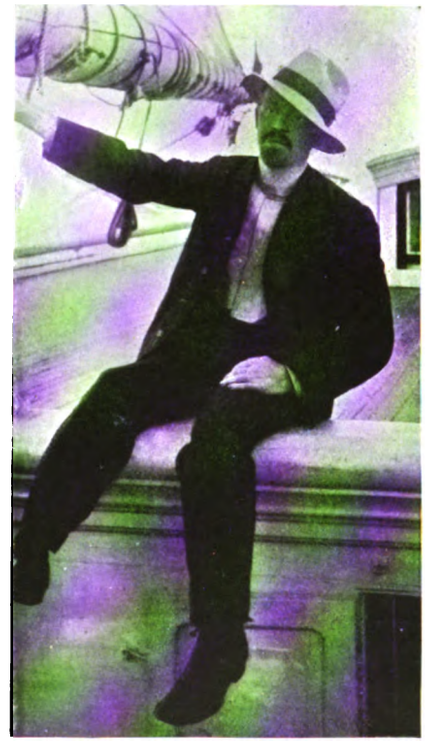
We have already dealt with Rudyard Kipling's *Ad Universitatem*, which is the chief feature of the December issue of this admirable quarterly. But there are many other articles of outstanding merit, though the short story which the soul desires as a sweet is still missing from the banquet of thirteen courses. However, there are two poems—a merely meritorious sonnet by John McCrae and a charming lyric by Marjorie Pickthall, who is certainly Canada's most melodious poetess. The literary papers include "The Mystery of Hamlet," by Professor W. J. Alexander, in which Karl Werder's theory of Shakespeare's subtlest character is successfully confuted; "George Eliot's Women," by Frances de Wolfe Fenwick; and "The Centenary of Whittier," by C. Macmillan, which is a discriminating appreciation of the poet of the American pioneers. "Whittier is the Burns of our Great Western Continent," says Mr. Macmillan, forgetting that the former had not the redeeming vices which enabled the latter to understand the aboriginal sin of mankind and to forgive it in white-hot verse. Indeed, the epigram is no more than a half truth, since the lyric quality of Burns's finest poetry is far beyond the meditative Quaker poet. The historical and political articles, always a strong section in this periodical, are more than usually interesting. In "Canada's First Centuries," M. O. Scott shows how the French settlers carried out the long, agonising labour of laying the foundations of the great Dominion, and hopes that the knowledge of the fact will cause English-speaking and French-speaking Canadians to act on the maxim suggested by R. L. Borden for a basis of national unity: "Know each other." Andrew McPhail writes on "What Canada Can Do," and, though his Scottish contempt for the English character still crops up in ill-considered statements, there is much to admire in his bitter-sweet reasonableness. He thinks he has proved that Canadians "do not cost England anything at the present moment," the implied conclusion being that a Canadian contribution to the Navy ought not to be given. There is a two-fold fallacy in this argument. The Imperial Navy is the only security for the continued existence of the Empire in its present form, and the fact that the disappearance of Canada or Australia or New Zealand or South Africa would not diminish the cost of its maintenance does not exonerate one or all of these nations from contributing to it in some form. The Fleet, let us suppose, does not guarantee Canada's territorial integrity. But how about Canada's external trade, the breath of her economic being? Again, we are not at war with a great naval power "at the present moment." If we were it would cost a few millions to defend Canada from raids. Mr. McPhail can write, but there is a tendency to "smartness" in his style which, if it goes on, may cause the Kipling "cure" of "rushing" to be applied to him by some member of his editorial committee. Our great interest in his literary future should cause him to take these criticisms with equanimity touched with gratitude.

The second instalment of the vindication of British diplomacy in its dealings with Canada's controversies with the United States is concerned with the Alaska Boundary Award. D. A. MacArthur, the author, certainly proves that Lord Alverstone's decision was judicial even as regards the division of the islands at the mouth of the Portland Canal. He says, with a show of reason, that Canada, by accepting the American Commissioners as impartial jurists, debarred herself from a protest. But it must be remembered that the Canadian Government was virtually compelled to accept the American nominees, none of whom could in any case have yielded a point of the American case without being cast out neck and crop from the political and social life of the Republic. "Government by Party," by Warwick Fielding Chipman—it is nice to know the gentleman's full name—is a profound essay on the origin and evolution of the modern system of government in democracies. Conservatives who read it will understand why Liberals exist. And vice-versâ. "The Civil Service," by J. L. Payne, gives some account of the hardship of those employed in the Canadian Civil Service at Ottawa, and, incidentally, asserts that the "spoils system" does not exist in Canada. Well, well! A learned article on "Forestry and the Sciences," by B. E. Fernow, and one on "Liberal Theology," by H. Symonds, make up a strong number. In conclusion, when are we to have a short story?

* "The University Magazine." (Macmillan Company, of Canada, Montreal.) 25 cents.

Canadian Authors.

Mr. G. M. L. BROWN.



Mr. G. M. L. Brown is a skilful Canadian journalist who is an authority on the affairs of Latin America. He has also had great success in writing numerous rhymes for children. He will probably make a name in literature, but has been so occupied with the works of the old masters that he can express no definite opinion on the future of Canadian letters, though he thinks "it is as bright as our future in wheat." His literary taste may be gauged from the fact that he has not, and will not, read the novels of Hall Caine or Marie Corelli, the history of Theodore Roosevelt, or the verse of Alfred Austen. New York does not appear to have a good literary pitch, and he means some day to come to London. The portrait shows him bound to the Spanish Main.

THE PATH TO SANKOTY.

It winds along the headlands
Above the open sea
The lonely moorland footpath
That leads to Sankoty.

The crooning sea spreads sailless
And gray to the world's rim,
Where hang the recking fog-banks
Primordial and dim.

There fret the ceaseless currents,
And the eternal tide
Chafes over hidden shallows
Where the white horses ride.

The wistful, fragrant moorlands
Whose smile bids panic cease,
Lie treeless and cloud shadowed
In grave and lonely peace.

Across their flowering bosom,
From the far end of day
Blow clean the great soft moor-winds
All sweet with rose and bay.

A world as large and simple
As first emerged for man,
Cleared for the human drama
Before the play began.

O well the soul must treasure
The calm that sets it free—
The vast and tender skyline,
The sea turn's wizardry.

Solace of swaying grasses,
The friendship of sweet-fern—
And in the world's confusion
Remembering, must yearn

To tread the moorland footpath
That leads to Sankoty,
Hearing the field-larks shrilling
Beside the sailless sea.

BLISS CARMAN, in the *Smart Set*.

In certain hotels in the Western States, which are frequented by "yeps" of a very unsophisticated kind, notices in the bedrooms warn guests not to blow out the gas. Such a notice has never yet been seen in Western Canada, where the farmer with two larks and a field-mouse in his whiskers is non-existent. But now and again some quaintly-uncivilised types of humanity drift into high-toned hostelries. A certain McGonigle (a fine farcical name), visiting the C.P.R. hotel at Banff with his blushing bride—she had a good deal to blush for—ate the whole of his dinner, except the soup, with his knife. There is no evidence that he used a spoon for his soup, so it is humanly possible that he lapped it, or drank it as tea is consumed out of a saucer. Near the end he discovered he had no fork, and called to the waiter: "Say, you didn't give me a fork!" "Well you don't need," replied the grinning waiter. "The hell I don't," roared McGonigle, "what am I going to stir my coffee with?"

In the current issue of the *Fortnightly Review*, Dr. J. B. Crozier opens the much-talked-of disputation on Socialism. Judging from the force of his logic and vivacity of style, Mr. Blatchford has his work cut out for him, and we are inclined to back the Canadian philosopher against the British Labour leader.

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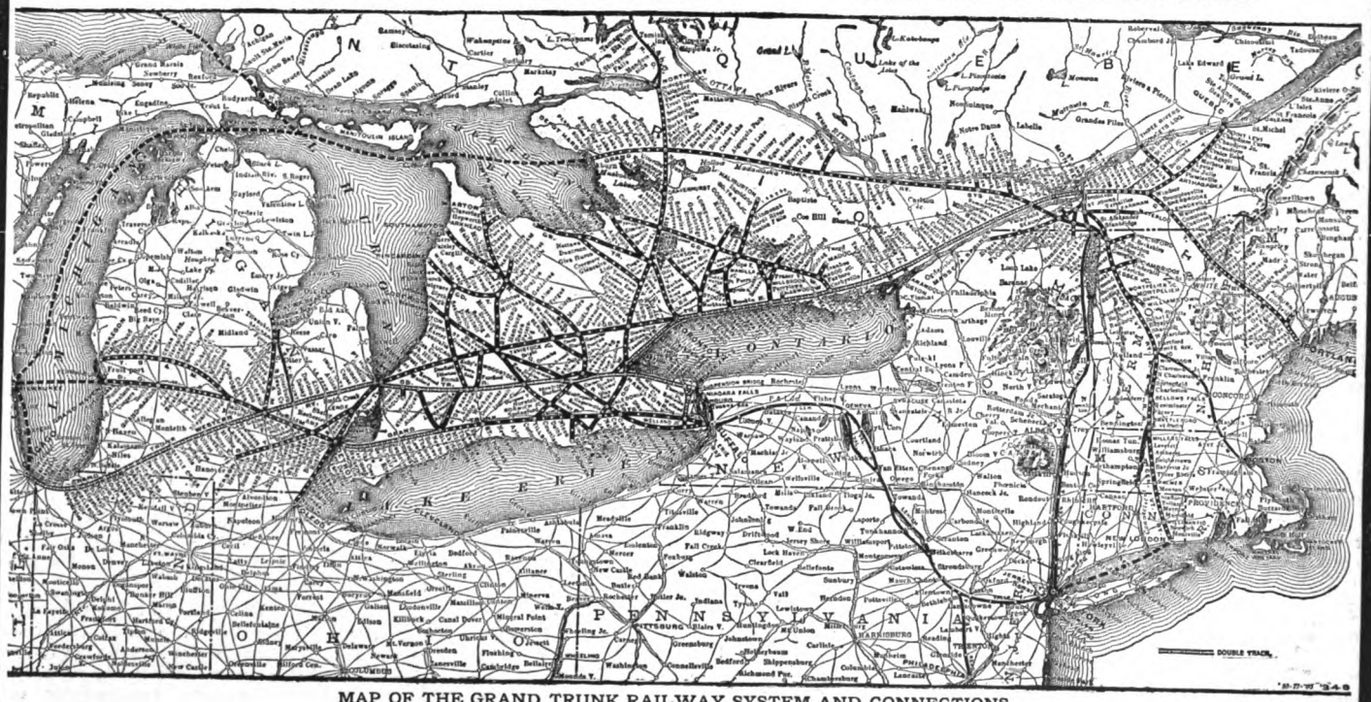
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PURELY PERSONAL

Earl Grey has been elected Patron of the Quebec Literary and Historical Society. The other officers include the Hon. Sir Louis A. Jetté, Lieutenant-Governor of the Province, who is the Vice-patron; Dr. James Douglas, D.C.L., Honorary President, Sir James M. Le Moine, Hon. Vice-president, and Mr. W. G. Parmalee, D.C.L., President.

Lord Strathcona is to take up his residence at Debden Hall, Newport, Essex, on the expiration of his tenure of the Earl of Lytton's house at Knebworth. The living of Debden, of which Lord Strathcona is patron, recently become vacant, and it was presented to the Rev. Digby J. Learoyd, who has for thirteen years been vicar of Holy Trinity Church, Latimer Road, London, W. Lord Strathcona and the Hon. Mrs. Howard were present at the institution of the Rev. D. J. Learoyd to the living. The ceremony was performed by the Bishop of St. Albans.

Lord Strathcona gave a dinner last week at his London residence, 28, Grosvenor Square, S.W., in honour of Mr. J. Bruce Walker, on the occasion of his departure for Winnipeg. The other guests, numbering about a dozen, included Mr. Donald Macmaster, K.C.; Mr. F. W. Taylor; Mr. Russel Stevenson; Major Stephens, of Montreal; and Mr. Mather, Assistant Receiver General of Halifax, N.S.

The Hon. Lomer Gouin, the Premier of Quebec, is at present spending a week or two in Mexico.

Mr. Joseph A. Chisholm, K.C., President of the Halifax Canadian Club, and Senators William Ross and David MacKeen, have been appointed to represent Halifax, N.S., at the conferences concerning the preservation of the Quebec battlefields.

The engagement of Miss Emily Bethune, daughter of the late Mr. Robt. Bethune, of Toronto, to the Very Rev. Dr. Evans, Dean of Montreal, is announced.

On the occasion of the opening of the new Waldorf Hotel in London on Tuesday, by Lord Strathcona, his lordship was presented with a golden key by the management.

We regret to hear that owing to unsatisfactory health, Mr. Alexander Lang has resigned his membership of the London Committee of the Bank of Montreal.

Mr. Donald Macmaster, K.C., the adopted candidate of the Unionist Party for the Chertsey Division of Surrey has taken a lease of Mayhurst, Maybury Hill, Woking, the country seat of Major Wise, and this week goes into residence there.

Mr. E. K. Spinney, one of the prominent merchants of Yarmouth, Nova Scotia, is in London, and is stopping at the Hotel Cecil.

Mr. Beckett, of Messrs. Dobell Beckett, of Quebec, an important firm in the Canadian lumber trade, is now in London accompanied by Mrs. Beckett. Mrs. Beckett is a daughter of Dr. Montizambert, of Ottawa.

The marriage of Mr. Evan S. Martin, manager of the Bank of Montreal Medicine Hat branch, to Miss Gladys Bullock, daughter of Mrs. C. Beverley Bullock, has taken place at Halifax. Mr. and Mrs. Martin are now in London.

Dr. H. M. Tory, of McGill University, who is leaving Montreal to take up his residence in Edmonton, where he will organise the University of Alberta, of which he has been appointed Principal, has been entertained to dinner by the Engineers' Club of Montreal.

The Rev. G. C. d'Easum, who has been appointed Sub-Warden of Bishop Pinkham College, Calgary, was educated at Blatchington Court School, Sussex, and St. John's College, University of Manitoba. In 1887 he went to Canada, in 1891 he went to St. John's College, and in 1892 he won a hundred-dollar scholarship for general proficiency. In 1893 he took First Class Honours and first place in every subject, with a two-hundred-dollar scholarship in Honour Classics. In 1894 he was again first in every subject, and graduated Silver Medallist in Classical Honours. He was Double Prizeman in St. John's College, ordained deacon in 1894 and priest in 1895 by the Bishop of Saskatchewan and Calgary, and appointed Honorary Canon of St. John-the-Divine in the pro-Cathedral of the Redeemer, Calgary, in 1904.

LIEUTENANT-GENERAL J. W. LAURIE.

Lieutenant-General J. Wimburn Laurie, C.B., D.C.L., is one of those prominent Anglo-Canadians who are at home alike on both sides of the Atlantic, and whose circle of friends is as large in the Dominion as in the Old Country. He was this year chosen by the Paddington Borough Council to be their Mayor, and consequently is for the present spending much of his time in England.



General Laurie has had a distinguished military career, and has seen service in all parts of the world. His first campaigning took place in the Crimea, for which service he volunteered. He was twice wounded before Sebastopol, and was also mentioned in despatches for gallantry in the repulse of two Russian sorties, in which only a very small detachment of the 4th King's Own, the regiment to which he was attached, was engaged. He was also present at both attacks on the Redan. During the Indian Mutiny he was Staff-Officer of a force in Central India, and was also engaged in the Transvaal expedition of 1881. His connection with Canada began in 1861, when he went to the Dominion as a major on special service to organise the Canadian Militia. He was inspecting officer of the Nova Scotia Militia until the Confederation, and was second in command and commandant at the base during the '85 rebellion. He married a daughter of the late Hon. Enos Collins, of Halifax, and subsequently settled down in Nova Scotia, opening up a large experimental farm at his own expense at Oakfield, Halifax County. He was the first warden of the municipality of Halifax, and was Grand Master of Freemasons of Nova Scotia. In 1887 he was invited to contest Shelburne County for the House of Commons in the Conservative interest. The county had been Liberal, and was again carried by the Liberal candidate, but he was unseated by the courts, and General Laurie was elected in the ensuing by-election. He was unseated after a long fight in the court, but was subsequently re-elected, and sat in the House for the balance of the term, after which, as he had removed to London, he declined renomination. He sat in the Imperial House of Commons for Pembroke Boroughs from 1895 to 1906. General Laurie still retains the position of Honorary-Colonel of the 63rd Halifax (N.S.) Rifles, and of the Royal Munster Fusiliers. He is now seventy-two years of age.

As a tribute to his efforts in advocating the establishment of the Jubilee Hospital and for his untiring efforts in the cause of the medical profession of the city, the Victoria Medical Society has presented a portrait in oils of Dr. J. C. Davie to the Jubilee Hospital. The portrait was painted by Mr. C. S. Hatch.

The engagement is announced of Miss Esther Langrishe Mare, daughter of the late Robert Langrishe Mare of St. John's, Newfoundland, and granddaughter of the late Sir Edward D'Alton Shea, K.C.B., to Mr. Frank A. Harwood, D.D.S., of Montreal. The marriage will take place next spring

One of the late Sir Henry M. Stanley's companions in his African wanderings was a Canadian, Lieutenant Stairs. According to a Canadian magazine, *Westward Ho*, Lieutenant Stairs left an unpublished diary, now in the custody of his relatives at Halifax, with strict instructions that it should not be published during Stanley's lifetime. Some time has elapsed since Stanley passed away, and the curious are asking whether the diary is to be given to the world.

Mr. and Mrs. Thomas Wood, of Brockville, recently celebrated their golden wedding anniversary. They were married fifty years ago in Staffordshire, England, coming to Canada shortly afterwards. Forty-three years of their life have been spent in Brockville, during which time Mr. Wood has been employed in the service of the Grand Trunk Railway Company. There are twenty grandchildren, and the family group consists in all of thirty-two.

BIRTHS, MARRIAGES AND DEATHS.

Announcements under this heading are charged for at a minimum of 3s., or 75c., for 24 words or under, every additional word one halfpenny or one cent, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

BROWN.—On the 20th January, at Tyvan, Saskatchewan, Canada, the wife of James Francis Leadley Brown, of a daughter.

SMITH.—On the 17th ult., at "Gads Hill," Pickwick Road, Dulwich, the wife of Reginald Redhead Smith, of a daughter. (Canadian papers, please copy.)

LUPTON.—On the 21st January, at Peachland, British Columbia, the wife of William Lupton, Esq., of a daughter. (By cable.)

MARRIAGE.

ORR—LOGAN.—At Winnipeg, on 19th December, 1907, William Calder Orr to Mary Ralston, eldest daughter of Captain Gavin R. Logan, 109, Sinclair Drive, Langside.

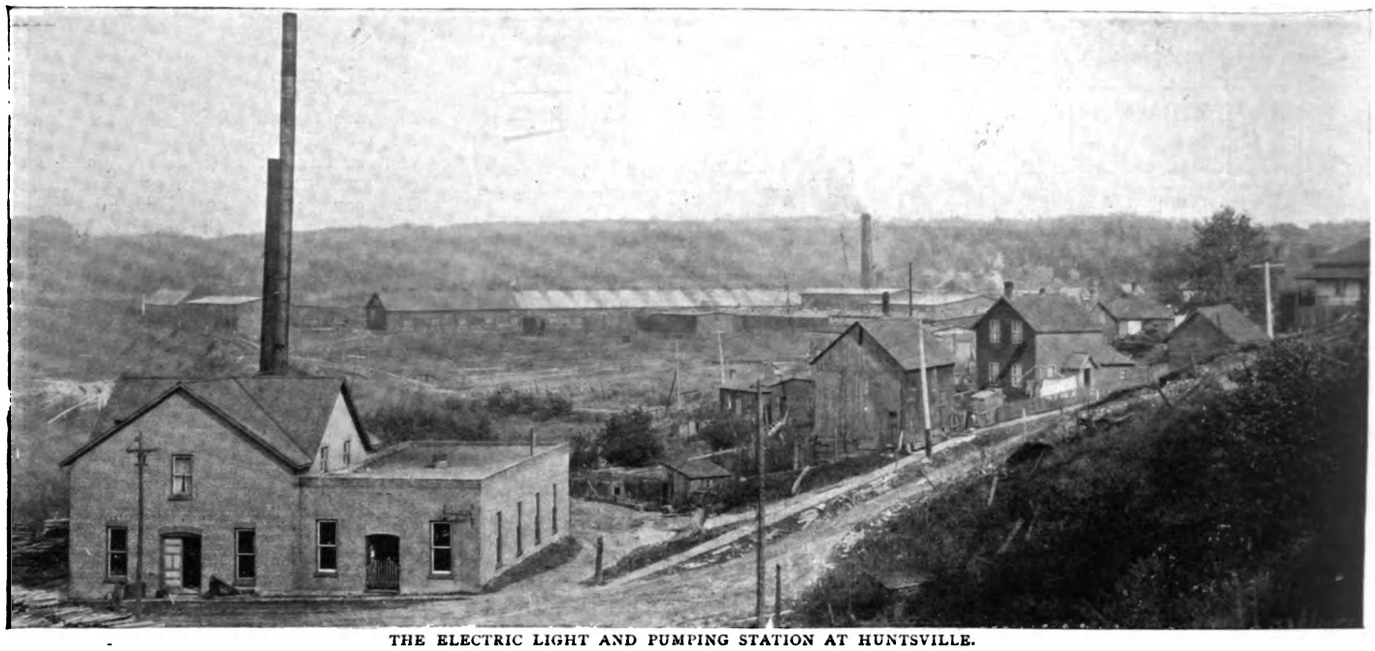
DEATHS.

SHELTON.—On January 3, at Toronto, Canada, Emma, widow of Thomas Shelton, aged 58.

PAGET.—On the 18th ult., at Hampstead, London, N.W., Edith Paget, wife of R. Harold Paget, of 11, Hampstead Square, and widow of the late Rev. A. Gerald Bowman, in her 54th year. Funeral at St. Anne's Church, Sutton Bonnington, Notts, at 1.30 p.m. on Wednesday. (Toronto papers, please copy.)

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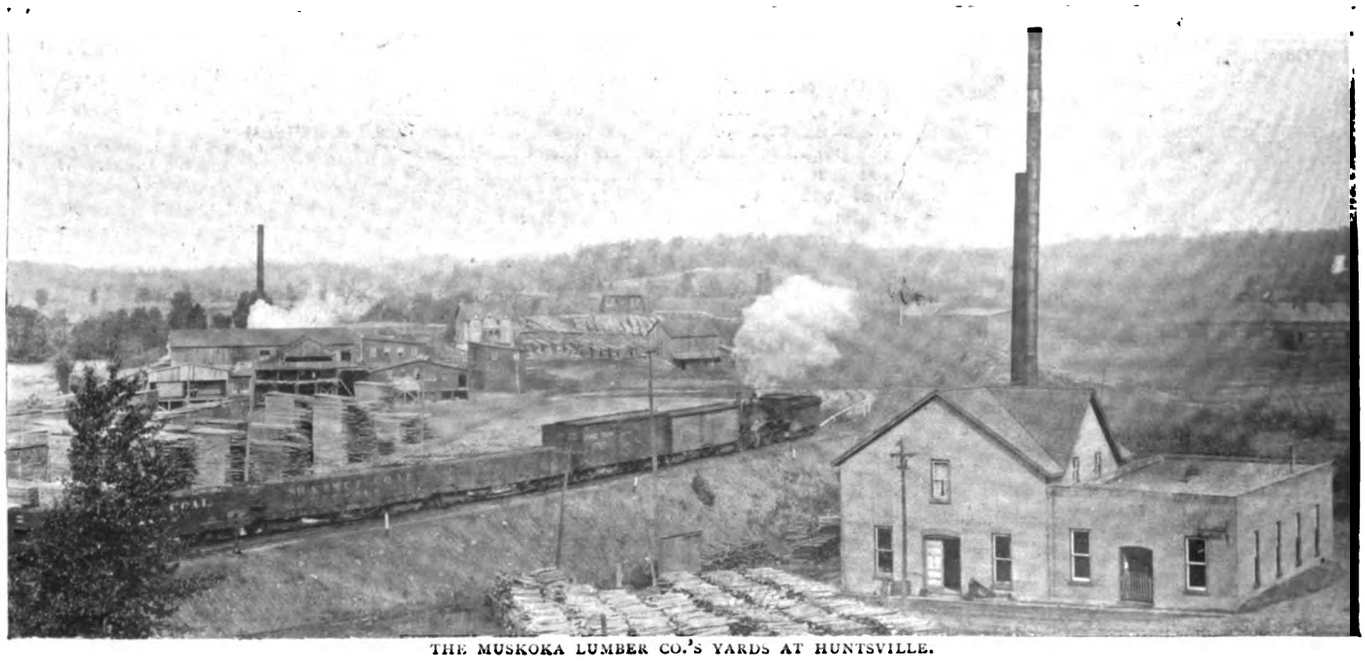
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Supplement to "CANADA," February 1, 1908

CANADIAN INVESTMENTS

No. 14.

BONDS, DEBENTURES, MORTGAGES, REAL ESTATE.

In reply to numerous requests from investors in Great Britain, France, and Germany for detailed and authentic Reports on various forms of Investment in the Dominion, such as Municipal and Industrial Bonds, Railway Stocks, Mortgages, Real Estate Investments, Lumber and Mining Properties, etc., "Canada" will publish each month Special Articles dealing with these matters, which we trust will be of use and value to our readers.

The Financial Position To-day in Western Canada.

AN IMPORTANT INTERVIEW.

(From Our Own Correspondent.)

Winnipeg, January 15.—The Canadian manager of one of the greatest commercial agencies doing business in the United States and Canada was good enough to give to the Western Canadian representative of *Canada* the other day, an interview embodying the result of his transcontinental trip to every business centre in the West.

"The financial stringency certainly has had an effect upon the Canadian West," said he, "but the effect has been far from being altogether bad. In fact, my investigation has convinced me that this year's occurrences in business circles will do much more good than harm to the men in business between the Great Lakes and the Rockies. These occurrences have had a very steadying effect in certain circles—restricted circles though they may be—in which a certain amount of ballast in business methods has been badly needed for some time past. This is not to say that conservative methods have been universally needed in the West, because, in the majority of cases, these methods have been followed. The local managers of the great chartered banks in Canada, by their counsel to traders and the farmers of the districts in which they are situated, have done much to check tendencies towards extravagance, overstocking, and too profusely extended credit."

Trading on Credit.

"The most useful result of the occurrences of the past few months," said this responsible authority, "has been to bring to our people in the Canadian West the realisation that they were trading to a large extent on credit and on unrealised assets. Some of those whom I met during my trip seemed to be quite unable to differentiate between potential and actually existing richness. During the past few years many men of widely varying aptitude for business enterprise have been growing rich, either as the result of their keen foresight or by the force of circumstances. Some business men—and I do not say that there were many of these—attributed their extraordinary luck and success to their own prescience. So thinking, they plunged in beyond their depth. Some of them have had considerable trouble in struggling back to dry land. The lesson will do them no harm, for they have learned for the first time that they did not by any means 'know it all.' Now they are straining every resource and are endeavouring with great pluck to meet the obligations they incurred, and in the great majority of cases they will win out and occupy within a short time an even better financial and commercial position than they had a year or so ago. This will be in part due to their own energy, but it will also be the result of the valuable advice of Canadian bankers and the forbearance of some of their debtors.

British Confidence.

"And in a very large measure the confidence of the financial world of England and of Eastern Canada in the great future of the Canadian West has tided it over a period of stress. I do not intend to say by any means that the depressed conditions west of the Great Lakes ever approached in seriousness those obtaining in the states to the south of the international boundary line. Consequently, our Western Canadian traders, given time, will be quite able to meet their obligations. To do so they must retrench. Here comes the only marked effect that is to be expected upon legitimate trade in the West.

"It may be said that the people of the prairie provinces have fully learned their lesson from present financial conditions. While the East has done a certain amount of gambling in options on the stock market and has bought reams of so-called mining stock certificates, the volume of these transactions has been hugely exaggerated. In just the same way there has been a tremendous deal of hysterical talk about western real estate operations.

Real Estate Values.

"The truth is, that Western Canadian real estate, whether urban or farm lands, bought by a man who has ordinary business judgment, through reputable and honest brokers, is now, and will continue to be, one of the best investments on earth. I do not mean to say that it will be immediately productive. The question of location must be considered always; but this apart, there is, and there should be, no weakness in the market for Western Canadian lands. There are many legitimate deals in real estate going on every day. Values have remained exceedingly firm in inside property and in farm lands. Of course, the speculation in remote suburban property has suffered a decrease for the time being. Improved farms and city residential properties were never unduly inflated in value, and where changes in ownership are taking place prices are very well maintained.

"I do not think that there is any probability that such properties can be bought as cheaply twelve months from now as they can be had to-day. In corroboration of this belief I would like to point out that a diligent search of the advertising columns of the Western Canadian newspapers made by me every day for nearly seven weeks failed to reveal more than fifteen forced sales of property under mortgage foreclosure. Where so much money is loaned on farm lands to farmers of widely varying ability there must be a certain proportion of foreclosures. This proportion has not been increased this year.

Nine per Cent.

"It is true that most of the big loaning companies have advanced rates for loans, but this fact can only advantage the investors, who can now get 9 per cent. on perfectly trustworthy borrowings.

"As a result of the wholesalers having closed down on long credits to retailers, the cash system is being largely adopted by the latter, This is all to the good. Business is now going on with a swing in many towns which were in the dumps four months ago, and a stranger would have no idea that there had ever been anything in the shape of financial stringency. Municipal authorities are now hoping that the changed conditions will enable them to market debentures which they decided not to offer last autumn. These securities should be most desirable, and will doubtless meet with favour when offered in England."

THE OUTLOOK IN MONTREAL.

(From Our Own Correspondent.)

The improvement in the financial situation, which could be discerned in the first days of the year, became more marked in the second week in January, and the heads of large financial firms like the Hamsons and Forgets, who expressed themselves with reserve and caution three weeks ago, are now speaking most hopefully of the outlook. The depression which cast a mantle of gloom over the Stock Exchange has given place to a cheerful activity, and Mr. Rodolphe Forget, President of the Montreal Stock Exchange, who has many interests, declares that the signs over a wide industrial area point to briskness, although it will take some time for the somewhat crippled activities to shoot forth to their full strength. The cash reserves in the banks are now larger than they have ever been, and the note circulation has never been so great—especially those of the lower denominations. The bills of medium value—$10 and $20—are about the same as a year ago, while large bills, reaching up to $5,000, representing transactions between the banks, show a very material advance. The banks, while much freer in their operations than they were, are obviously still husbanding their resources. The bankers themselves disclaim any misgiving as to the future, and it is quite confidently declared that money will soon be much easier. The little set-back has, however, caused a good many thoughtful persons to look around, searching for causes. At first it was thought the sudden pull up by the banks, wise and judicious as the movement was acknowledged to be in view of possibilities which happily never developed, was the sole cause of the disturbance in productive channels, but there was something more than this.

A bank president who is interested in several industrial establishments, stated, in conversation with a representative of *Canada*, that the market had become overstocked with supplies of certain kinds. American producers have succeeded in making for themselves too free an entrance with their wares into Canada, and this has done some injury to local industries. "There is," he said, "an important distinction between British and American trade in Canada. The former hardly competes at all with the products of Canadian factories and workshops, while those from the United States in a number of cases do. The American producers have succeeded in unloading a portion of their surplus stock in this country to the detriment of some of our own establishments. This has caused some amount of uneasiness, particularly among manufacturers of electrical machinery and appliances and certain kinds of railway supplies. In some instances American firms have been able to secure contracts that I think Canadians ought to have got. Representations have been made to the Government on the subject, and there is little doubt that the cause of dissatisfaction will be removed.'

The depreciation in copper is regarded as one of the causes that has led to the over-production of electrical supplies in the United States, and this was due in part to American manipulation of the copper market. The extraordinary development of electrical plants

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Saskatchewan Wheat Lands.

Buy a Farm in the fertile Province of Saskatchewan. Of the many fine farming areas of this province, none possess greater advantages than the

LAST MOUNTAIN VALLEY DISTRICT.

Average wheat yield, 29.2 bushels per acre. Ample rainfall. Warm, kindly, quick-ripening, loam soil; clay subsoil. Railways, markets, churches, schools. Already densely settled; no pioneering. The Last Mountain Valley district is this year reaping its seventh successive bumper crop.

Price from $10.00 to $20.00 per acre. Terms so arranged as to make the land pay for itself if cultivated.

New settlers or visitors to Canada are given a cordial invitation to call at our Winnipeg office. Whether for personal farming or for investment, we can offer you a proposition that is as safe as Consols and infinitely more profitable.

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MORTGAGE LOANS.—Investments made in First Mortgages on City and Farm Properties at rates from 5½ to 8 per cent. interest.

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IS WORTH **8½** PER CENT.

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References: Mr. W. P. Machaffie, Manager Bank of British North America, and the Manager CANADA.

Reliable Correspondents Wanted throughout Britain.

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in the last few years produced a demand and prospective consumption of copper which was greatly in excess of the productive capacity of the mines. An impulse was given to productive energy and expansion, and an enlarged output followed. Manipulation of copper in the United States market resulted in the accumulation of unlimited quantities of the metal, and when these were unloaded prices fell with a disconcerting suddenness that had a decidedly disturbing effect in Montreal, which has a considerable amount of capital invested in the copper mines of British Columbia, as well as in the nearer west. There was a partial closing down of some of the mines, especially those working on low-grade ores. The cheapening of copper was followed by over-production of electrical supplies in the States and congestion in the market in Canada. An improvement in an unsatisfactory situation, for which Canada was in no way responsible, is now apparent.

A further impetus to industrial activity is expected to come from railway construction and development, which are now engaging the consideration of various managements. The extent of the appropriations has not been announced, but it is believed in quarters that are generally well informed that between forty and fifty million dollars' worth of work will be in hand in the spring. The Grand Trunk Pacific, with its national Transcontinental affiliation in the east, which is being constructed by the Government, will be the largest builder this year, as it was last. But the Canadian Pacific has now under consideration an extensive building programme, to which a portion of the new issue of $24,000,000 capital stock will be applied. Mr. William Mackenzie, President of the Canadian Northern Railway, has just returned from England, where he has succeeded, it is announced, in arranging for the capital that will be required for the extensions that company has in view. All this means later on the flotation of new capital and pretty large opportunities for British investors to put money into Canadian railways.

CANADIAN OPENINGS FOR BRITISH CAPITAL

Mr. Richard Grigg's Recommendations.

In the course of the conclusions which he has arrived at as the result of his visit to Canada as the Special Commissioner of the Board of Trade, Mr. Richard Grigg writes as follows concerning the opportunities which Canada offers for the employment of British capital, and for the establishment of branch manufactories by British firms:—

"The Americans have both obtained controlling interests in works in Canada and built branch factories to an important extent. While Canadians regret that capital other than British should be so employed, they can do no other than welcome a proceeding which helps to build up the country by offering employment and so increasing population. I venture to suggest that British manufacturers should consider the placing of branch factories there; such a course would not only gratify Canadians, and so enlarge sales, but it would give manufacturers a more intimate acquaintance with the market than anything else could do, and enable them to maintain stocks there more easily. It is obvious that in some cases at least such factories could receive partly finished materials from home works, completing the work upon them in Canada exactly as the Americans are doing.

"The estimates of American capital invested in Montreal alone vary from $25,000,000 to $75,000,000.. Inquiries are said to have been made by the Illinois Manufacturers' Association, the result of which shows that 122 of the leading concerns in the United States have established branch plants in Canada. I have a list of no less than thirty-six manufacturing firms in Hamilton alone, of which I am assured a substantial part of the capital (and, in come cases, all the capital) is contributed from United States sources. It is not possible to make any estimate of the actual amount of capital transferred to Canadian enterprises in the purchases of mineral lands, timber properties, and railway estates, but American investments are in increasing evidence, and one constantly hears that the British investor is slow, and that as a consequence the business is done by the American. I think there is no reasonable doubt that there has been a very large and rapid increase in the American investments in Canada, and that this will continue unless the development of British interest in Canadian enterprises proceeds at an even more rapid pace than it is at present doing."

AN IMPORTANT CENTRE OF THE WEST.



PORTAGE LA PRAIRIE, ONE OF THE MANITOBAN CITIES THAT ARE SO RAPIDLY DEVELOPING.

OPPORTUNITIES FOR INVESTMENT.

(From Our Own Correspondent.) MONTREAL

A prominent real estate broker, who does an extensive business without a suspicion of the speculative in his transactions, has informed the Montreal correspondent of *Canada* that there is an excellent opportunity for the investment of British capital in real estate at the present time. The reason he gave for this opinion is that the insurance companies, instead of advancing money on mortgage, are finding a new sphere for the employment of their surplus funds. The heads of business establishments who have hitherto been dependent upon the banks for the advances they require for their business turned to the insurance companies when the banks cut down the financial supplies on account of the financial stringency, and borrowed what they required on their insurance policies. These companies have consequently very little to advance on mortgages on new buildings, and the opportunities that the insurance companies are thus allowing to slip through their fingers may very well be turned to good account by British investors. The tremendous expansion apparent in Montreal in recent years is the outcome of no spasmodic impulse, but is a steady and continuous movement. The need for further development in the business and residential areas is just as urgent this year as in any of the past half dozen. "I would not advise promiscuous dabbling in property," said this authority, "but I am quite sure that a British organisation, with the necessary capital behind it, could find excellent returns in this field."

The Ross Realty Company, the Cradock Simpson Company, the Dominion Realty and Finance Company, and other real estate companies and firms, declare that a large percentage of last year's sales were made to the middle class of the city's population—people with steady incomes from professional and other occupations, who have made their payments regularly and punctually, and whose purpose is to build comfortable homes of their own upon the properties they have acquired. Suburban properties in Westmount, Rosemount, Verdun, Maisonneuve, and Northmount, have been steadily in demand, and the purchasers will have to borrow on mortgage of their freeholds the money they require for building purposes, and it will be hopeless to look for the financial aid they require from the insurance companies. The craving for suburban homes has grown so strong as to become almost a passion. During the last six months one company alone sold 1,300 lots, of the aggregate value of nearly half a million dollars. There are many estates around Montreal that can be acquired by capitalists and cut up and disposed of at a great profit in this manner.

SOVEREIGN BANK STATISTICS.

The following table gives the most important items from the returns furnished to the Finance Department by the Sovereign Bank for December, 1906, and March, June, September, and November, 1907, the figures for December not yet being available. A glance at this analysis will show how unavailing have been the strenuous efforts of the new management to rehabilitate this ill-starred concern, and how wise was the decision to accept the inevitable and transfer the business to older and stronger institutions.

—	Deposits.	Total Liabilities.	Notes in Circulation	Loans.	Total Assets.
December, 1906...	$18,160,524	23,873,631	2,497,770	23,597,990	29,208,311
March, 1907...	$15,521,937	20,627,686	2,222,430	21,498,715	26,051,372
June, 1907..	$12,879,077	18,787,450	2,066,495	16,485,272	21,821,823
September, 1907...	$12,375,010	17,578,121	2,076,005	15,440,616	20,619,115
Nov., 1907...	$11,129,382	16,583,107	2,184,880	14,903,080	19,678,064
Ratio %, Nov., 1907, to December, 1906	61 %	68 %	87 %	63 %	67 %
Reduction %, Nov., 1907, to December, 1906	39 %	32 %	13 %	37 %	33 %

A concession has been made to British transportation companies in connection with the recent immigration restriction order, under which they may carry emigrants through England from certain specified European countries, provided the passage is a continuous one from the booking point to Canada.

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Mr. A. W. BRIDGMAN has had many years' experience as a Valuator, and will be glad to correspond with Investors seeking first-class Mortgage Securities on improved Properties.

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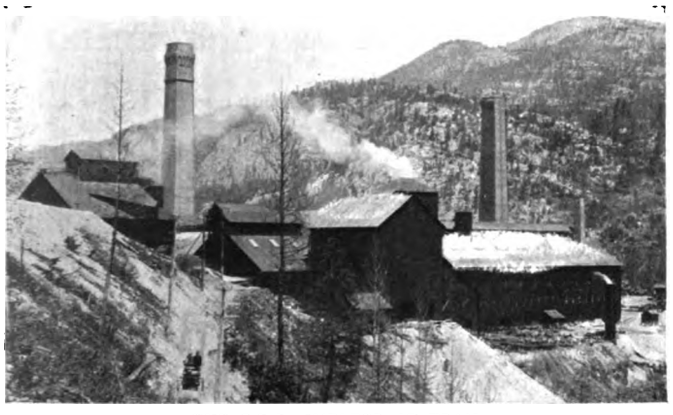
WANTED, MONEY TO LOAN ON APPROVED SECURITY AT 7 PER CENT.

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British Columbian Mining in 1907.

ESTIMATED INCREASE IN VALUES OF $4,636,625.

ALTHOUGH many disturbing influences, such as the unsettled conditions of the labour market, the shortage of fuel, and the fluctuations in the price of metals, combined to retard the development of the mining industry of British Columbia during 1907, it is estimated that there was a notable increase in the value



THE C.P.R. SMELTER AT TRAIL.

of last year's mineral production over that of 1906. The estimated value of the minerals produced in the province is as follows:—

	Estimated Value.	Compared with 1906. Increase.	Decrease.
	$	$	$
Gold, placer	700,000		200,000
Gold, lode	5,426,500	259,000	
Total gold produced	6,126,500		
Silver	1,900,000		2,375
Lead	3,000,000		60,000
Zinc	125,000		
Copper	9,874,000	1,324,000	
Total metalliferous	21,025,500	1,583,000	262,375
Coal	6,490,000	3,190,000	
Coke	1,135,000		115,000
Building material	1,200,000	200,000	
Total non-metalliferous	8,825,000	3,390,000	115,000
Total production	29,850,500	4,973,000	377,375
Less decrease		337,375	
Net increase		4,636,625	

It will thus be seen that the greatest part of the increase is due to the production of coal, although the high price of copper during a great portion of the year resulted in an increased value in the production of $1,324,000.

The Boundary Copper Returns.

The Boundary district still shows itself to be the best copper-producing section in the province. Notwithstanding the drawbacks and delays arising from the severe winter of 1906-7, which prevented the delivery of the necessary fuel for the smelters, the labour troubles of April, and eventually the reduction of the price of copper from 26 cents to 13 cents a lb., the production of copper-gold ore amounted to 1,150,000 tons against 1,161,000 tons in 1905. Another misfortune which befel the district was the stopping of production in May, when excessively high prices were to be obtained. The output is the greatest recorded in the district, except that of the previous year. The total production during the years 1900-7 was 5,859,825 tons, which on the average price of £5 a ton, gives a gross return of about $30,000,000 in the eight years from the mines of the Boundary, and is a fair indication of what may be expected in the future in this district.

During the year the Snowshoe mine, which is operated by the Consolidated Mining and Smelting Co., of Canada, Ltd., produced, it is estimated, 135,001 tons in the nine months during which it was worked. Large amounts were spent in equipment and development, and the property is now in shape to maintain a heavier output than ever.

The second most important camp in the Boundary is Deadwood, the leading property of which is the Mother Lode group, owned and extensively operated by the British Columbia Copper Co., Ltd. The mine is the chief producer of the company, supplying the bulk of the tonnage for the company's smelting works at Greenwood, and being excellently equipped with modern machinery. This year electricity has been substituted for steam at this property, and the 35-drill air compressor is being augmented by another machine of the same size. Another large ore crusher is now being installed. During 1907, with the last two months omitted, when the mine was not shipping, the Mother Lode shipped 208,321 tons of ore, or nearly double the amount that was sent out in the year 1906.

Chief of the important mines operated in the Summit camp by the British Columbia Copper Co. is the Emma, which shipped 18,274 tons during the year. The ore has always been chiefly valuable for its iron contents, but recently better copper values have been found, greatly improving the mine's prospects. Extensive development is being done, and a new 12-drill electric drive compressor has been installed.

The three smelters of the Boundary have not been able to operate fully during the year. The B. C. Copper Co.'s smelter has been out of commission nearly two months, the Granby smelter nearly three months, and the Dominion Copper Co.'s smelter more than three months. Despite this slackness, however, the Granby smelter dealt with 637,626 tons of ore, the B. C. Copper Co. with 341,952, and the Dominion Copper Co. with 153,439.

Summing up the situation it may be said that the close of the year found the tonnage produced reached a very satisfactory figure. There is every reason to believe that this will be very largely exceeded in the future. Employment was given to about 2,000 men in the mines and smelters of the Boundary, and the year 1908 should see that figure also increased not a little.

The Rossland Mines.

The causes which restricted the output of the Boundary were also in operation in Rossland. The Le Roi at the beginning of the year had just recommenced shipments to its own smelter at Northport, but hardly had that plant become able to take the ores of its own mine than trouble with reference to the supply of coke arose, curtailing shipments. The miners caused no shut-down, voluntarily taking the old wage when the price of metal had fallen; but the fall in the price of metal had its effect upon shipments, there being no longer the same inducement to ship in large quantities. At this stage the management were obliged to augment the supply of ore needed to keep the Northport plant going from the Centre Star. Not only had development to be pushed, but the means of shipping the ore had to be increased, and one of the largest hoists in Canada was installed.

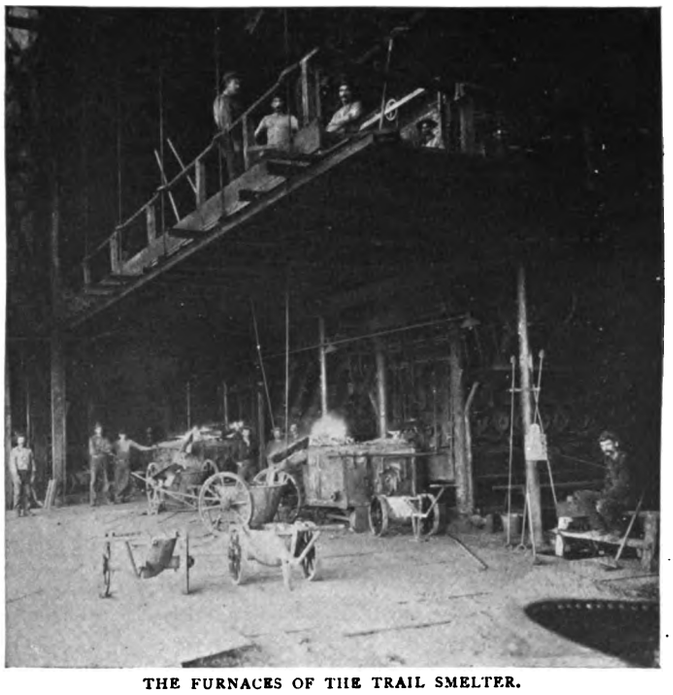
It is noteworthy that the workings upon the Centre Star have now reached 2,000 ft. below the surface, and it has been found that there has been, generally speaking, a lessening in the value of the ore, although from time to time in every and unexpected directions richer shoots have been cut across. It is, however, the theory of experts and geologists that below this level will be found a zone of secondary enrichment.

The Le Roi No. 2 has kept its copper values. Generally speaking, the ore bodies in the Le Roi No. 2 are more irregular and smaller than in the properties already mentioned, but, at the same time, their values have been higher. In connection with the Le Roi No. 2 is a mill originally planned for the reduction of ore by means of water and oil, but which is now merely used with water. At the present moment the Le Roi No. 2 is considered to be about the best-paying proposition in the camp.

The Slocan Silver Lead Output

The output for the year is estimated as follows:—	lbs.
Smelted by Hall M. and S. Co.	6,329,242
Smelted by Con. M. and S. Co., Trail	21,686,078
All other smelters	10,631,036
Exported in ore to U.S. and Europe	7,900,990
Total lbs. (23,273½ tons)	46,547,352

The production in 1906 was 26,389 tons.



THE FURNACES OF THE TRAIL SMELTER.

The stacks of the Hall Mines smelter were blown out on September 16, and are still idle.

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REFERENCES.—Imperial Bank of Canada; Edinburgh Life Assurance Co., Edinburgh; Law Union and Crown, London.

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About 400 tons of lead, practically the amount produced in excess of the requirements for Canadian consumption, was exported in ore, the bulk going to Europe.

A feature of last year's progress in the district is the great improvements undertaken upon the Vancouver mine. This property was taken in hand by the Le Roi No. 2 of Rossland. The Wakefield mill was leased, a system of development was started, and a section of the vein thoroughly prospected until the management is now in a position to declare that undoubtedly they have a mine and are justified in building a mill for themselves. Arrangements are now being made to obtain the necessary capital to run this property upon a larger scale.

On the Arlington and on the Ottawa much work was done during the summer, but mostly in the nature of prospecting.

In the Sandon district shipments have been made from such properties as the Queen Bess, from Hartney and many another of the old timers, but the general work done has not been large.

Recent developments upon the Granite and Poorman mines in the Nelson district have shown the existence of a richer vein than has been anticipated, and considerable mining has been done. The old Fern mine started to work in the falls, but the drop in prices caused it to shut down

The Crow's Nest Pass Coal Output.

The shipments of the Crow's Nest Pass Coal Co., although greatly in advance of those of 1906 were retarded by labour troubles early in the year, and also affected by the shutting down of the smelters at the end of the year. The output, however, reached the following substantial figures:—

	Tons.
Coal mined	982,735
Manufactured into coke	366,076
Exported to United States	327,100
Shipped to Canadian points	237,459
Sold locally	2,949
Boiler coal used at collieries	49,151
Coke manufactured	235,101

The total output for the year 1906 was 720,449 tons. Of this, 304,045 tons were used in the manufacture of coke, yielding 189,385 tons.

Development work during the year has not been neglected, and two new prospects have been opened at Coal Creek, it being the company's idea to double the output there as soon as possible.

—**—

CANADIAN HOTELS.

An Opportunity for British Investors.

Hotel syndicates have done a great deal towards making the Metropolis of the world more popular even than Paris with the globe-trotter, and now these syndicates may find it to their interest to turn their attention towards Canada. We could mention some half-dozen hotels in the Dominion which have few equals in Europe, in site, management, or equipment, but, speaking generally, there is little encouragement to the tourist, or even to the commercial traveller, to prolong his stay in the great majority of Canadian towns. We therefore note with satisfaction that the Council of the Montreal Board of Trade has endorsed the recent plea of the Commercial Travellers' Associations of the Dominion for local authorities to use their influence to secure improvements in this direction. Good up-to-date hotel accommodation may play as important a part in building up an industrial centre as can that bonusing of small manufacturing concerns which is a popular policy in so many Canadian municipalities. In many places "local option" has tended to close the hotel as well as the second-rate "saloon," and in others the consequent loss of a bar revenue has discouraged capital from spending money on improvements. The resolutions adopted by the commercial travellers calls upon municipalities instituting local option to compel the temperance hotels to provide that accommodation which is often so conspicuously lacking.

In Quebec, Montreal, Toronto, Winnipeg, and Vancouver there are hotels which advertise themselves and the Dominion the world over, but more of this class even in those cities are urgently needed.

—**—

ADVERTISING CANADA.

Work of Clubs and Boards of Trade.

So active and persistent are the various organisations of the Dominion and Provincial Governments and the great railway and steamship companies in pressing the claims of Canada upon the intending emigrant, that we are apt to forget how much is being done, in a rather less ostentatious manner, by the private enterprise of many citizens and of some of the leading municipalities.

The Industrial and Publicity Bureau of Winnipeg, the One Hundred Thousand Club of Vancouver, and similar bodies, under varying names, are doing an invaluable work by spreading broadcast illustrated literature in attractive forms calculated to enlist the attention of the British investor and the British exporter, whose opportunities are quite on a par with those of most of our population who seek to better their position and prospects in the greatest British-speaking overrea possession.

That this species of advertisement upon a large scale has resulted in more British capital having gone into the bonds of leading Canadian cities and into real estate investments we know upon reliable authority. Many Canadian financial firms hitherto only indirectly represented in London now have a resident agent, and it is becoming more and more easy for the intending investor to learn on the spot the special requirements of particular localities, their prospects for development, the nature of the legislation which has been passed for their protection, and other details which are naturally studied by those who put their capital into home securities of a similar nature.

In the columns of the investment numbers of this journal can readily be found a history of the progressive favour in which a large class of Canadian investments are now regarded by even those possessing too little capital and spare time to cross the Atlantic in order to inspect and inquire before availing themselves of the higher rates of interest which can be obtained upon security every bit as reliable as that offered by many British municipalities and local real estate developments.

A GROWING WESTERN TOWN.

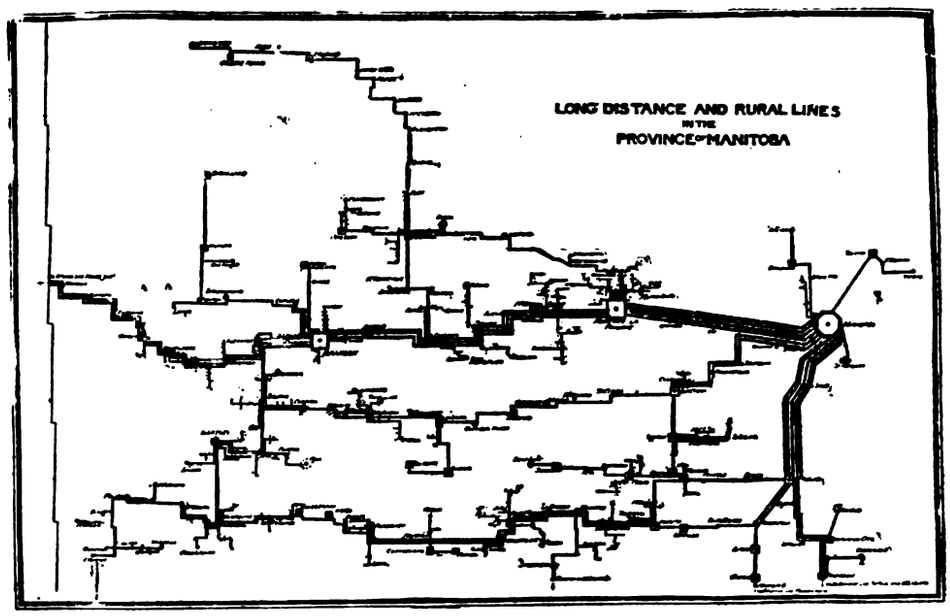


BRANDON: THE MAIN STREET.

THE MANITOBA GOVERNMENT'S TELEPHONE SYSTEM.

The accompanying map shows the telephone system owned and operated by the Provincial Government of Manitoba after the purchase of the property and lines of the Bell Telephone Co. in Manitoba. The sum paid for the transfer was £666,000, the value placed upon the system by the Provincial telephone expert. The company originally asked £800,000. Payment is to be made in forty years by means of Government bonds, payable at par. The Province of Manitoba now owns 10,000 miles of wire and 365 miles of poles. There are 14,000 subscribers to the system, 1,500 of whom are farmers.

The system is to be managed by a Commission, consisting of Mr. F. C. Paterson, manager of the North-West Department of the Bell Co., who will be chairman; Mr. W. H. Hays, assistant manager of the Bell system; and Mr. H. J. Horan, auditor of the North-West Department of the Bell system.



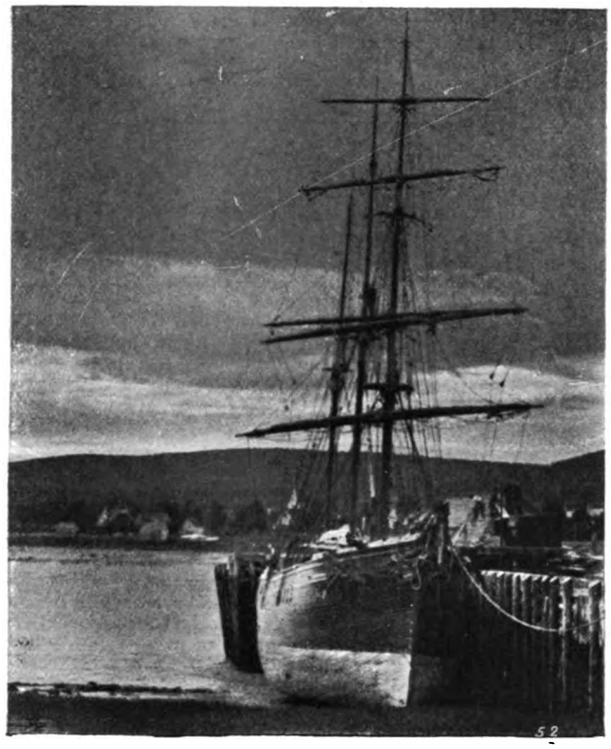
We have received from the Tariff Commission, of 7, Victoria Street, London, S.W., a copy of the new tariff recently adopted by the New Zealand Government. The Tariff Commission hastened the publication of this important document so that comparisons between it and the new Franco-Canadian tariff might be easily made at a time when such a comparison would be of exceptional interest.

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Nova Scotia in 1907.

SOME NOTES ON THE GROWTH AND RESOURCES OF THE PROVINCE.

THE continued prosperity of Nova Scotia is evident from the industrial statistics for 1907. In mining, agriculture, and manufacturing substantial progress was made, and the outlook for the tight little Atlantic province is very gratifying. The total value of the products of Nova Scotia during last year amounted to $107,235,000, an increase of $7,910,000 over that of 1906, and of $12,565,000 over



LOADING FISH AT A NOVA SCOTIANWH ARF.

1905. The following table will be of interest, showing how the total is made up, and giving a comparison with the previous two years:—

	1905.	1906.	1907.
Coal	$11,250,000	$12,575,000	$13,875,000
Coke	650,000	1,350,000	1,925,000
Gold	320,000	260,000	265,000
Other minerals	620,000	640,000	975,000
Building material	—	—	310,000
Pig iron	3,500,000	1,500,000	1,385,000
Steel	3,800,000	6,500,000	4,100,000
Steel rails	1,500,000	4,250,000	8,150,000
Fisheries	9,000,000	9,000,000	9,200,000
Manufactures, ships, and freights	42,350,000	38,000,000	39,800,000
Products of the farm	18,400,000	20,500,000	23,500,000
Products of the forest	3,200,000	4,750,000	3,750,000
	$94,670,000	$99,325,000	$107,235,000

The Building Record of Halifax.

The prosperity of the province has been shared by all the leading cities and towns. Halifax had in 1907 the greatest building year in her history, the value of new structures reaching $1,000,000. This total does not include the immense excavation work being done by the Inter-Colonial Railway Company on Upper Water Street, the street paving by the City and Tram Company, sidewalk-laying by the city, and rail, track, and other work by the Inter-Colonial Railway Company. During the year an additional 75,000 square yards of permanent sidewalks were laid at a cost of $15,000. A mile of sewers was also laid at a cost of $25,000, and the sewerage system now covers nearly the whole of the city. Valuable additions have been made to the fire-protection service. The engine-house, costing $20,000, built in Bedford Row was occupied early in 1907, and the new Morris Street engine-house—the contract price for which was $17,616—is nearly ready for occupation. Two new engines, with hose and appliances, were added to the equipment at a cost of $11,900, also a combination chemical engine and ladder truck.

Another city which has been making wonderful strides is Amherst. This town is the centre of large manufacturing industries. Five of these concerns alone involve a capital of $2,333,100, with an annual output of $5,8?5,000 and wage bill of £1,053,000. During 1907 the works were tested to their full capacity, working overtime to keep pace with the demands for their products. Additions have been made to plants and factories, new industries have been established, and the population has been increased by about 1,000, and now numbers nearly 9,000. The customs receipts show a decided increase. For the eleven months ending November 30, 1906, the total receipts were $98,222, while for the same period in 1907 they were $123,715, a difference in favour of the present year of $25,493. The Inter-Colonial Railway freight receipts are much ahead of any previous year. The total receipts for the eleven months ending November 30, 1907, were $403,366 as against $310,511 in 1906, an increase of $92,585 for this year. In fact, the increase alone in the railway freight receipts for the eleven months of 1907 over those of 1906 is greater than the total receipts for the whole year of 1895. The town has made large extensions to its waterworks and sewerage systems and to its street paving. In 1906 the amount of assessment for ordinary expenditure was $49,377, and for the same purpose in 1907 the amount was $59,870.

Two Prosperous Centres.

Mr. C. A. Lusby, the President of the Amherst Board of Trade, in the course of his annual report, says: "Amherst extends a cordial invitation to manufacturers and others who desire to locate in an up-to-date town. Our central location, modern improvements, and excellent surrounding country all combine to make Amherst an ideal spot in which to locate, while the stimulus and inspiration to be derived from living amongst a live, energetic, successful people like those of Amherst is an advantage which can scarcely be overestimated."

New Glasgow is another town which has had an ample share of the provincial prosperity. Its numerous factories have been kept busily employed, many of them doing a record business in 1907. The Nova Scotia Steel and Coal Company—a very large concern centred in this town—reports a considerable increase in the output of iron and steel. In pig iron the increase was 18 per cent.; in steel ingots, 35 per cent.; in plates, bars, and forgings, 25 per cent. The magnitude of this company's operations can be gauged from the fact that last year their wages bill amounted to $2,159,000.

The building operations of New Glasgow for 1907 amounted to $150,000. The customs collections amounted to $53,812, an increase of 15 per cent. over that of last year. Substantial improvements were made to the town's public works. The ratable property of the town is now valued at $2,000,000. The taxes levelled in 1907 totalled $56,500. New Glasgow has a most advantageous position at the head of tide-water and deep-water navigations, surrounded by rich coal and iron fields, and has undoubtedly a big future as an industrial centre.

Progress of Coal and Steel Industries.

No article dealing with the industrial progress of Nova Scotia is complete without a reference to the operations of the Dominion Iron and Steel Company, whose works are located at Sydney. The following statistics, showing the output for 1907, is of much interest, and will give an idea of the company's manufactures:—

Iron ore mined	593,000	tons.
Limestone quarried	352,600	,,
Coke produced	409,000	,,
Pig iron produced	256,500	,,
Steel ingots produced	270,600	,,
,, blooms produced	237,500	,,
,, billets produced	71,000	,,
,, rails produced	129,000	,,
,, rods produced	64,500	,,
Sulphate ammonia	1,550	,,
Tar	4,378,000	gals.
Granulated slag	17,000	tons.

The Dominion Coal Company, whose importance in the industrial life of the Atlantic province is second only to that of the Dominion and Steel Company, and whose collieries are situated at Glace Bay, has had an average year. The company has built two hundred additional cottages for the use of their employees, and the demand for



A NOVA SCOTIAN INDUSTRY: DRYING FISH ON RACKS.

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houses of moderate rental is very brisk. At present coal mining is the only industry of any importance in Glace Bay, but steps are being taken to induce manufacturing concerns to locate there. Among the inducements offered is the possibility of securing cheap electrical power. There are three large power plants at present in the town—the Dominion Coal Company's plant at the No. 2 Colliery, the town electrical plant, and the Sydney and Glace Bay power plant. Any manufacturing concerns wishing to locate there would unquestionably be able to make arrangements to secure power with either one or the othr of the three concerns.

Progress and prosperity is reported from the other towns of Nova Scotia, and the outlook for 1908 is very bright. With her vast natural resources and proximity to the Atlantic ocean, Nova Scotia must soon take her rightful place as one of the world's important industrial centres.

Big Prices for Fish.

Although Nova Scotia is particularly favoured by nature in its fisheries, it is a regrettable fact that the number of men and vessels engaged in this industry is gradually decreasing. Owing to the high prices prevailing, however, 1907 was a good year for the fishermen. Ten years ago the catch of cod was double the catch of last year, and yet the price realised then was but a half of that realised in 1907. The amount of dry fish cured in the province last season was 225,000 quintals, of which 135,000 quintals were the Bank and Bay catch, and 90,000 quintals shore. The average price of codfish was $5.50 per quintal, and of haddock $4.50 per quintal. The price of the latter was the highest in twenty-one years, while the price of cod has been surpassed only once in that period, namely, in 1905, when the average price was $5.87. Pollock were $4, the highest, and the exception of 1905, in twenty-one years. The average for mackerel was $10, an advance on every year since 1902. The total production for 1907 is estimated at $9,200,000, a slight increase over that of 1906. The bulk of Nova Scotia's catch at present goes to the West Indies.

Mr. Howard M. Smith, in an interesting article which appeared in the Halifax *Morning Chronicle*, deals with the question of Nova Scotia's fisheries, in the course of which he makes a few useful suggestions.

"The Nova Scotia fishery for the season of 1907," remarks Mr. Smith, "has been, on the whole, fairly successful. The number of vessels engaged in the Bank and Bay fishery is gradually decreasing, principally due to the scarcity of men. The manning of the fleet is getting to be a very serious problem for vessel owners. The solution, I think, can be found in a more up-to-date method of reimbursing these toilers of the sea, and incidentally improving the quality and cure of this staple and principal article of export. The men on shares, or on wages, should be paid three or four times during the season; not be forced to take 'truck' at fancy prices, for five or six months from the supplier or, as in a year like the last, have to wait until April or May of this year for a settlement for the result of their labour last June, July, and August. When the country is crying for labour, skilled, and unskilled, and the most ignorant wharf labourer commands $1.50 per day, do you wonder, I say, at the fishermen seeking pastures new?

"An arrangement must be perfected whereby our fish must be landed in a reasonable time after capture. This can be done by vessels making monthly trips to the grounds; or by having a steamer call regularly on a certain prearranged route to collect the fish; or, better still, accept at once the inevitable, and start the fleet of steam trawlers, and kill two birds (or fish) at one throw, by adopting the proved successful method of the English, Scottish, and French cod catchers. By this method, the crew are paid regularly, and the perplexing bait question is overcome, and, better still, the cure will be so improved that the industry instead of gradually dying out, will increase by leaps and bounds."



A LARGE FISH-CURING STATION IN NOVA SCOTIA.

THE REPORT ON BRITISH TRADE.

Widespread Appreciation.

"Mr. Grigg's report will do much to change the feeling of amusement with which British official commercial reports are usually received by that small section of business men who pay any attention to them at all. It is excellent in every respect. Its matter and tone, the general survey and the detailed study, the clearness of the statements of fact, the acuteness and correctness of the inferences—all are worthy of the highest commendation. Above all, it is distinctly readable, and we do not remember to have gone through a Blue-book that provided such fluent and delightful reading. We hope that the further services of the Commissioner, who has shown himself capable of doing such good work, will not be lost to the Department that sent him to Canada, for if it availed itself more frequently of the services of such investigators it would begin to justify its claim to be a practical aid to business men—a claim which constitutes the chief reason for its existence."—*The Ironmonger.*

"Mr. Grigg has brought back a storehouse of information not unfamiliar to those who understand the condition of things in the Dominion, but confirming the best-informed views of the situation, and it will open the eyes of those who have no intimate knowledge of Canada, and imagine that all is well with our trade there because of the Preference we enjoy."—*Western Morning News*, Plymouth.

Speaking of Mr. Grigg's qualifications for the post of Commissioner, the same journal says:—"His career and experience qualified him for so important a mission, and the report he has presented will be invaluable to every person interested in the commerce of the Empire or in the welfare of the Dominion and the Mother Country. The document bears evidence on every page not only of careful and exhaustive inquiry, but of a breadth of view and shrewd business instincts which give the comments and the conclusions additional weight."

"Mr. Richd. Grigg's report on the trade of Canada, which was issued yesterday, is a very valuable contribution to our knowledge of that country. It is almost a model of what such a report should be."—*Westminster Gazette.*

"Mr. Grigg's report to the Board of Trade on the commercial relations of England and Canada indicates that in order to reap the full benefit of Canadian Preference British manufacturers must make a more careful study of the Canadian market."—*Pall Mall Gazette.*

"An extremely interesting report upon the condition and prospects of British trade in Canada."—*Manchester Guardian.*

"A very able and suitable report was issued yesterday by the Board of Trade. It is full of good advice to British manufacturers and contains a very admirable summary of the general situation in the Canadian market."—*Morning Leader.*

"A most important report upon trade with Canada."—*Sheffield Daily Telegraph.*



THE HARBOUR AT SYDNEY.

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THE RISE OF COBALT.

Summary of Progress to Date.

An interesting report is issued from Toronto by a firm of mining brokers in which is published statistics furnished by many of the principal silver mining companies at Cobalt, from which we reproduce the following:—

The Buffalo Mines, Ltd.—Number of shafts, 5. Depth of shaft No. 5, second level, 135 feet. Shaft No. 6, second level, 135 feet. Shaft No. 4, first level, 60 feet. Shaft No. 12, about 50 feet. First level was run at a depth of 60 feet. Second level at 135 feet. Total feet of drifting, approximately, 2,650. Character of ore, silver, very little cobalt. Shipments to December 1, about $500,000. Greatest depth at which paying ore has been found, 135 feet. Plant consists of 12 drill compressors, 50 ton concentrating mill, and complete camp equipment. Average number of men employed, 100. Company capitalised at $1,000,000. Par value of the shares, $1.00; 900,000 issued. Five dividends of 3 per cent. have been paid; another declared for January 1, 1908.



THE SHAFT-HOUSE AND ORE DUMP AT THE O'BRIEN MINE.

Cobalt Central Mines, Ltd.—Number of shafts, 1, to a depth of 175 feet. First level, 65 feet, where there is 400 feet of drifting. Second level, 115 feet, where there is 225 feet of drifting. Third level just started, at 150 feet. Character of ore, silver and cobalt, with the veins from 4 to 8 inches. Ore shipped to December 1, 101,000 pounds. Plant consists of power house, two compressors, capacity 18-drill, concentrating plant and complete mining outfit. Average number of men employed, 100. Company capitalised at $5,000,000. Par value, $1.00. The company owns 770 acres, but active development only on the Big Pete, a tract of 40 acres.

Cobalt Silver Queen.—Number of shafts, 1. Depth, 150 feet. First level at 130 feet, in which there are 135 feet of drifting. Second level, 83 feet, where there are 1,225 feet of drifting. Third level at 130 feet, on which there are 540 feet of drifting. Character of ore, calcite and silver, calcite nickel and silver, cobalt nickel and silver. Width of vein, 12 inches. New vein, 4 inches. Value of shipments up to December 1, $255,000. Ore in transit, $25,000. Greatest depth that paying ore has been found, 130 feet. Plant consists of 5-drill straight line compressor, two 60-h.p. boilers, large hoist, and complete mining outfit, bunk houses, etc. Average men employed, 35. Company capitalised at $1,500,000. Par value, $1.00.

Coniagas.—Considered one of the best properties in the camp. Have complete mining outfit and a 50 ton concentrating plant, which is still in the experimental stage. Greatest depth at which paying ore was found, 80 feet

Foster Cobalt Mining Co.—Number of shafts, 5. Depth of shaft No. 1, 45 feet; No. 2, 40 feet; No. 3, 30 feet; No. 4, 165 feet; No. 5, 80 feet. About 2,400 feet of underground work has been done at different levels. Character of ore, smaltite and calcite, calcite and silver. Width of veins, from 4 to 13 inches. Value of ore shipments up to December 1, $225,000. Greatest depth at which pay ore has been found, 165 feet. Plant consists of 8 drill compressors, and complete mining outfit. Average number of men employed, 70. Company capitalised at $1,000,000. Par value, $1.00.

Green-Meehan Mining Co., Ltd.—Number of shafts, 2. Depth of shaft No. 1, 111 feet; No. 2, 55 feet. First level at 100 feet, on which there is 217 feet of drifting. Character of ore, smaltite, cobalt, and native silver. Average width of veins, from 3 to 12 inches. Shipments to December 1, $61,080. Greatest depth ore has been found, 111 feet. Plant consists of two 100-h.p. boilers, compressor, and complete camp outfit. Average number of men employed, 35. Company capitalised at $1,500,000. Par value of the shares, $1.

Kerr Lake Mining Co. (Jacobs).—Number of shafts, 4. Depth of shaft No. 1, 200 feet; No. 2, 130 feet; No. 3, 90 feet. First level at 70 feet. On this there is 200 feet of drifting. Second level at 120 feet, on which there is 300 feet of drifting. Character of ore, calcite and silver, mostly native. Width of veins, 4 to 18 inches. Value of ore shipped to December 1, $980,000. Estimated value of ore in sight, $2,500,000. Greatest depth at which paying ore has been found, 200 feet. Plant consists of 20-drill compressor. Average number of men employed, 100. Company capitalised at $3,000,000. Par value of the shares, $5.

La Rose Mining Co.—A private concern Have shipped more ore than any other property in the camp. During the year 1907, up to December 1, 2,833 tons of ore have been shipped. Average number of men employed. 100. This is the premier mine of the district, and the first to attract attention to the camp.

McKinley-Darragh — The original discovery in the Cobalt camp was made on this property. It is considered one of the best properties in the camp. 506 tons of ore were shipped this year up to December 1. There are 110 men employed. Have a complete mining outfit and a small concentrator on the property, which is still in an experimental stage.

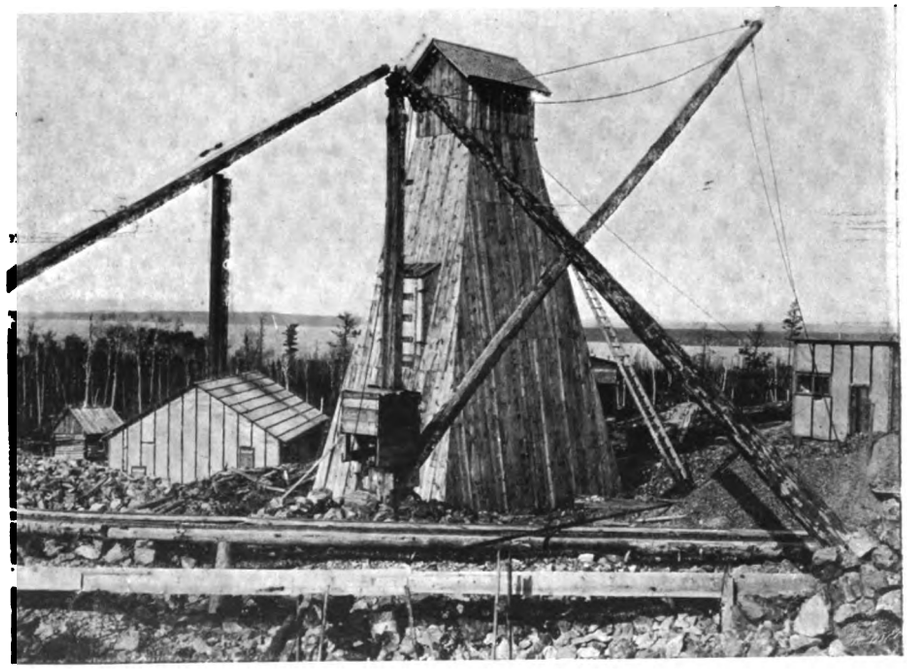
Nipissing Mines Co.—This property being the best known property in the camp, we feel it unnecessary to go into the detailed description of the same. We might say, however, they have, up to the present time, 127 known veins on the property; are employing 250 men, and have shipped about 2,500 tons of ore up to December 1, 1907. This has been a regular dividend payer these past two years, and indications point to its continuance.

Temiskaming and Hudson Bay Mining Co.—This is the greatest dividend-payer in the entire Cobalt camp, owing to its small capitalisation. Has shipped 150 tons of high-grade ore during the year up to December 1. Employs 45 men.

Trethewey Silver Cobalt Mines, Ltd.—Number of shafts, 2. No. 1, 100 feet; No. 2, 100 feet. First level at 50 feet, and on this there are 1,800 feet of drifting and cross-cutting. Second level 100 feet, on which there is 380 feet of drifting and cross-cutting. Character of ore, cobalt and silver. Value of the shipments up to December 1, $293,693. Greatest depth at which pay ore has been found, 100 feet. Plant consists of 12 drill compressors, two 70-h.p. boilers, and complete camp outfit. Average number of men employed, 60. Company capitalised at $1,000,000. Par value, $1.00.

Canadian Companies in France.—A group of shareholders of several Canadian companies—the shares of which were placed by a French provincial banking firm—lodged a complaint with the authorities, who appointed an expert to investigate the matter. This expert has just handed in his report, which is said to allude to several important persons. The sum involved is said by the "Financial News" to be about 18,000,000fr. The companies were registered in England on account of the strict requirements of French law. The companies mentioned are said to be the Klondyke United Goldfields, the United Coalfields, the Excelsior, and the West Canadian Collieries.

The Dominion Atlantic Railway seeks power to build a branch in Nova Scotia from Kentville or Canning westerly.



THE GREEN-MEEHAN MINE.

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Population, June, 1907, 21,040.
97 Wholesalers, 27 Manufacturers.

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NOTE.—That Edmonton has the Grand Trunk Pacific, the Canadian Northern and Canadian Pacific Railways, that is about the centre of the Province of Alberta, that it is about the centre of Western Canada, taking Manitoba and British Columbia into consideration, that it is the Capital City, that it has 13 Banks, 13 Churches, 10 Public Schools, one College, a million dollar Pork Packing Plant, 12 Hotels, &c.

Edmonton requires: Woollen Mills, Pickle Factories, Cheese and Butter Factories, Cereal Mill, Box Factory, Furniture Factory, Soap Factory, Cement Works, Paper Mills, Oatmeal Mill, Malting House, Wholesale Fur House, Terra-Cotta and Ornamental Brick Factory, &c.

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(Incorporated by Charter of the Province of Alberta.)

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Estates managed, outside clients' interests safeguarded in every way.
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R. Percy Barnes, R.A.P.A.

ARCHITECT.

141, Jasper Avenue,
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Dealings on the Montreal Stock Exchange.

Instructive figures showing the number of shares dealt in at Montreal during 1907 in some of the leading stocks and shares:—

No. of Shares Dealt in.	INDUSTRIALS.	High.	Low.	1907. Close.	1906. Close.	Net Chng.
3416	Bell Telephone Co.	145	115	118	147	—29
11429	Bell Telephone Rights	6⅝	4	6½	—	—
245	Canadian Col. Cotton	55	50	50	57	— 7
20288	Canadian Pac. Ry.	195½	140	157½	191½	—36¾
90	Canadian Gen. Elec.	127	127	127	150½	—23½
82367	Detroit United Ry.	82	28½	34½	80	—45½
20319	Dominion Coal Com.	70	37	39½	65	—25½
1468	Dominion Coal Pfd.	112	85½	90	115	—25
123705	Dom. Iron and Steel Com.	25	12⅜	15⅜	24¾	— 9¾
19120	Dom. Iron and Steel Pfd.	66½	36	45	65	—20
1201	Dominion Textile Com.	47	40¾	44	—	—
3076	Dom. Textile Pfd.	99	75	80	100	—20
2264	Halifax Elec. Tramway	104½	87½	97	104½	— 7½
965	Havana Elec. Com.	45½	21	21	43½	—22½
2480	Havana Elec. Pfd.	86	68	75	89½	—14½
14174	Illinois Trac. Pfd.	94	70½	78	89½	—11½
20	Intercolonial Coal	60	60	60	94½	—34½
11426	Lake Woods Milling Co.	90	65	71	90	—19
3266	Lake Woods Milling Pfd.	110½	99½	103	108	— 5
1183	Laurentide Pulp Com.	93	80	80½	93	—12½
3474	Laurentide Pulp Pfd.	110	98	102	107	— 5
17128	Mackay Common	75	42	53	70	—17
12683	Mackay Pfd.	71⅝	52½	59¾	67¾	— 8
2150	Marconi Wireless	2.28¾	1.60	1.60	—	—
611	Merchants Cotton	128	103½	103½	130	—26¾
18222	Mex. Light and Power	57½	35	47½	54¾	— 7½
1028	Minn., St. Paul, & S.S. Mar.	136¾	71½	80	135	—55
82808	Mont., Heat Light & Power	96½	79	86½	91	— 4½
29560	Montreal Street Railway	239	157	181	225	—44
4099	Montreal St. Ry. N. Stocks	233½	159½	162	225	—63
69	Montreal Street Ry. Rights	15	13	15	13½	— 1¾
835	Montreal Telegraph	162	130	137	163	—26
750	Nipissing Mining	14⅜	5¾	6½	12	— 5¾
2000	North Star Mining	11¾	11¾	11¾	12⅞	— 1⅛
12	North-west Lands	440	440	440	500	—60
21845	N. S. Steel and Coal	82	45	55	72	—17
461	N. S. Steel and Coal Pfd.	120	106	108	118	—10
1920	Ogilvie Flour Pfd.	116	110	114	124	—10
75	Penmans	30	29	29	—	—
7038	Rich. and Ontario	82⅛	49	62	82½	—20½
27896	Rio Janeiro Light & Power	48	26⅞	33¾	45½	—11¾
1366	Sao Paulo Tramway	138½	98¾	111½	141½	—29¾
3543	Shawinigan	58	45	54½	—	—
31808	Toronto Street Ry.	115½	82¾	95¾	112¾	—17
29499	Twin City Rapid Transit	108¾	69	85	102	—17½
557	Winnipeg Elec. Ry.	186½	126½	126½	178¾	—52¼
250	Winnipeg Elec. Pfd.	180	177	178½	—	—
1	Winnipeg Electric Rights	24	24	24	—	—
15	Sao Paulo Tram N. Stock	134½	134½	134½	—	—
	BANKS.					
110	Bank British North America	155	148½	152¾	146⅛	+ 6⅝
3132	Bank of Montreal	257	225	230	256	—26
41	Bank of New Brunswick	272	270	272	—	—
386	Bank of Toronto	234	200	205	224	—19
1875	Canadian Bank of Commerce	179½	158	164	176	—12
246	Dominion Bank	262¾	233½	234	—	—
30	Imperial Bank of Canada	225	217⅝	217⅝	226¾	— 9⅛
2335	Merch. Bank of Canada	170	150	153½	170	—16½
2260	Molsons Bank	215½	185	187	205	—18
246	Molsons Bank, New Stock	215¾	206	212½	205½	+ 7
5	Ottawa Bank	224	224	224	224	—
878	Royal Bank of Canada	242	218	218½	241¾	—23½
1312	Sovereign Bank of Canada	134½	95	95	134½	—39½
	BONDS.					
23400	Bell Telephone Co.	106	100	100	106⅞	— 6⅛
15300	Canadian Coloured Cotton	98	92½	92½	97½	— 5½
33500	Dominion Coal	100	93	93	97	— 4
281200	Dominion Cotton	96	90	93½	97	— 3½
882000	Dom. Iron and Steel	80½	64½	72½	79	— 7½
79500	Dominion Textile A. Series	92	80	80	90	—10
92000	Dominion Textile B. Series	93	83	83	94	—11
1182500	Dominion Textile C. Series	92½	79	80	93	—13
33800	Dominion Textile D. Series	92½	80	80	93	—13
31000	Halifax Elec. Tramway	103	99¾	99¾	103¾	— 4
14000	Kewatin Bonds	102	97	100	—	—
78100	Lake Woods Milling	107	100	103	107	— 4
3000	Laurentide Pulp	110	104	110	108½	+ 1¾
336300	Mexican Electric	78½	70	76½	80½	— 4½
375200	Mexican Light and Power	84⅛	76	80	81	— 1
500	Montreal City, 4 p.c.	100	100	100	101	— 1
16800	Montreal Heat, Light & Pow.	100	78	91½	102	—10½
32600	Montreal Street Ry.	104½	97	97	104	— 7
65000	N. S. Steel & Coal 1st Mort.	110	106	109¾	108½	+ 1½
87500	N. S. Steel Coal Cons. Mort.	102½	93	98	100½	— 2½
33050	Ogilvie Flour	119¾	111	111	111	— 5
20000	Province of Que. 5 p.c. Bds.	100	100	100	—	—
780600	Rio Jan. Light and Power	79	67	73½	79¼	— 6¼
8000	St. John Street Ry.	104	103½	103½	104½	— 1
10700	Sao Paulo Tramway	94¾	91	91	94½	— 3½
135200	Winnipeg Elec. 5 p.c.	105½	100	100	107	— 7

Wide Market Fluctuations.

SOME CANADIAN STOCKS IN 1907.

Readers of *Canada* have been kept fully posted up in the varying movements on the Canadian stock exchanges during 1907 by our correspondents at Toronto and Montreal, and they will not be surprised to learn that prices current on December 31 show a very heavy net shrinkage when compared with those of a year ago. It is, however, satisfactory to find that the range of quotations at the end of the year was, as a rule, well above the lowest points recorded during a period of exceptional disturbance in the financial world. Elsewhere we deal with the volume of business transacted on the two Exchanges, which it will be noted shows a material decline as compared with the preceding year, largely due, of course, to the fact that for the greater part of the year speculation has been practically eliminated at both centres. Here we reproduce from our esteemed contemporary, the *Montreal Gazette*, an interesting and valuable table giving the shrinkage in values when values are at their lowest points, the recovery represented by quotations at a turn of the year, and the net shrinkage contrasting December 31 quotations with the highest points reached during the year. The comparison, it should be noted, is based upon Montreal quotations.

	Decline from Highest.	Recovery from Lowest.	Net Shrinkage.
Canadian Pacific	67,988,700	17,643,600	50,345,100
"Soo" Railway	10,045,000	2,240,000	7,805,000
Montreal Street	7,380,000	2,160,000	5,220,000
Toronto Railway	2,610,000	1,050,000	1,560,000
Twin City	7,989,750	3,216,000	4,773,750
Sao Paulo	3,357,500	1,083,750	2,273,750
Detroit United	5,750,000	812,500	4,937,500
Rio de Janeiro Light and P.	4,673,704	1,595,558	3,078,146
Halifax Railway	216,000	94,500	121,500
Bell Telephone	2,800,000	300,000	250,000
Montreal Power	2,975,000	1,275,000	1,700,000
Mackay	13,655,532	4,551,844	9,103,688
Mackay preferred	9,437,500	3,875,000	5,562,500
Mexican L. and P.	3,056,625	1,766,050	1,290,575
Lake of Woods	480,000	100,000	380,000
Do. preferred	191,250	63,750	127,500
Ogilvie preferred	215,000	75,000	140,000
Laurentide	216,000	144,000	72,000
Do. preferred	144,000	48,000	96,000
Textile preferred	436,260	92,715	343,545
Richelieu and Ont. Navig.	1,076,625	454,140	622,485
Dom. Coal	5,025,000	450,000	4,575,000
Do preferred	810,000	150,000	660,000
Dom. Iron	2,600,000	700,000	1,900,000
Do. preferred	1,625,000	450,000	1,175,000
Nova Scotia Steel	1,791,412	508,760	1,282,652

—**—

THE QUEBEC TERCENTENARY.

Earl Grey's movement for the celebration of the Champlain Tercentenary and the conversion of the Quebec battlefields into a national park received a great impetus when representatives of Canadian clubs in all parts of the Dominion assembled in Ottawa to discuss the project and devise measures for its furtherance. Great enthusiasm was manifested, and as a result of the co-operation of these national organisations with his Excellency it is hoped that the raising of the $1,000,000 required will soon be accomplished.

A mass meeting of the citizens of Ottawa have approved Earl Grey's plan for nationalising the battlefields of Quebec. Sir Wilfrid Laurier and Sir Frederick Borden, Minister of Militia, and Mr. Charles Marcil, the Deputy-Speaker of the House of Commons, spoke in support of the project.

Lord Strathcona has already received the following subscriptions to the Quebec Tercentenary Fund:—Mr. J. L. Pattisson, £2 2s.; the Misses Montizambert, £1; Mrs. Mary Longstaff, £5; Sir Walter Vaughan Morgan, £5 5s.; Mr. Septimus Vaughan Morgan, £5 5s.

In connection with the charge of libel brought against the *Globe*, Toronto, by Dr. Beattie Nesbitt, Mr. J. A. Macdonald, the managing editor of that journal, has been committed for trial, bail being allowed.

—**—

FLUCTUATIONS IN COBALT SHARES.

The following is a comparison of the prices of the principal Cobalt shares on the latest date available, compared with the quotations to hand on November 14 and December 20 last:—

COMPANY.	Par Value.	On Nov. 14.	On Dec 20	On Jan. 16.
Foster-Cobalt	$1.00	.68½	.55	.64
Trethewey	$1.00	.59	.47	.52½
Buffalo	$1.00	1.25	1.50	1.50
McKinley-Darragh Savage	$1.00	.70	.78	.82
Cobalt Silver Queen	$1.00	.73	.60	.70
Coniagas	$5.00	3.85	3.95	4.00
Kerr Lake	$5.00	2.90	3.75	2.95
University	$10.00	1.50	1.00	1.00
Nipissing	$5.00	5.87	6.00	7.00

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SASKATCHEWAN.

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(Sir John Macdonald's Description of the Regina District.)

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Commissioner and Secretary Regina Board of Trade.
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The price at the moment is less than that often paid for land in Western Canada merely for Market Gardening. The total cost, including coal rights, is less than **£4,540.**

There is every prospect of trebling one's capital in a year. Three or four Investors could join together in taking up this property.

Plan and full particulars can be seen in London, and the purchase can be made through a Bank.

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SASKATCHEWAN.

SASKATOON (Saskatchewan).

The Youngest and Most Progressive City in Western Canada.

SASKATOON HAS 3 TRANSCONTINENTAL RAILWAYS.

BUILDING CENSUS REPORT for the City of SASKATOON, 1907.

After making a very careful and thorough personal inspection of the whole City, I find 944 new buildings, including Residences, Hotels, Stores and Offices, Churches, Greenhouses, Railway Station, Railway Freight Shed, Railway Roundhouse, Brewery, Livery Barns, foundation for Post Office, partial building of Court House, but not including Shacks and Small Barns.

For convenience in summarising the figures and to show the universal growth, I have divided the City into four sections, as follows :—

East of C. N. Rly.	$487,000	Nutana	$198,150
Riversdale	134,000		
Ashworth Holmes	109,350		$928,500

In order to show more justly the volume of building progress and money expended, we must add for Traffic Bridge ... 62,000
Temporary C.P.R. Bridge ... 10,000
Expended on two permanent Railway Bridges ... 200,000
Expended on City Public Works ... 100,000

For all information, apply to— **$1,300,500**
ADAM TURNER, Commissioner of the Board of Trade.

SASKATOON
The Hub of the Saskatchewan Wheat Belt.

We have 7,000 acres of first class farming land, all within five miles of the Canadian Northern Railway, now under construction. Also well located acreage property adjoining the Canadian Pacific Railway, and close to the city, suitable for manufacturing sites and trackage.

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of first class open Prairie Land, entirely free from stone, scrub, alkali, or marshes, all either adjoining or within 1½ miles from Town of Elstow, Sask., on the C. P. R. Line from Winnipeg to Edmonton, and near the G. T. P. Line. Canadian and English settlement. Near school and churches.

Average Price of $25.00 per acre.

We can make this pay you big interest. We own it. Write for particulars and maps.

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Paid-up Capital $50,000.00.

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SASKATOON, SASK., CANADA.

WESTERN CANADIAN REALTY INVESTMENTS.

A well-located lot in a Rapidly Growing Industrial and Commercial Western Canadian City. Is an absolutely safe and a very profitable investment.

SASKATOON,
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Is destined by its natural location at the crossing of the Saskatchewan River by Canada's three transcontinental railways to become the GREATEST INDUSTRIAL, COMMERCIAL AND RAILWAY CENTRE West of Winnipeg. Unlimited water power awaiting development. Three great railways, and the centre of the World's largest and most fertile hard wheat belt.

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Is Saskatoon's most desirable residential property, only one mile from Post Office and Railway Station overlooking the entire city. Lots at $150.00 each. Terms: One-third cash, balance in six and twelve months, or ten per cent. discount for cash.

Write us to-day for plans and full particulars and Illustrated Booklet of Saskatoon.

REFERENCES.—Bank of Montreal; Canadian Bank of Commerce.

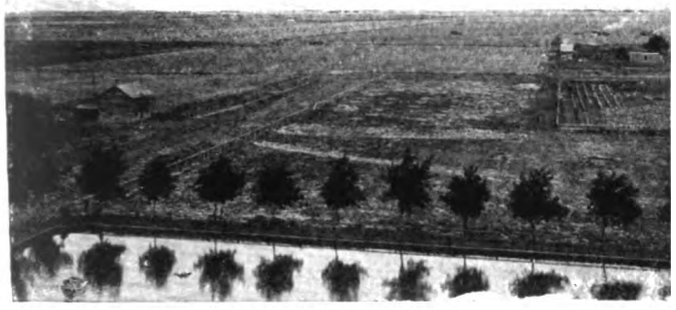
D. H. & W. A. TELFORD,
Saskatoon, Canada.

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REAL ESTATE NOTES.

Some Opportunities for Investment.

Montreal.—"The real estate requirements for commercial, financial, industrial and residential buildings are still far from being filled, and for that reason one need apprehend no falling off in the value of real estate, but rather an increase for some time to come." This is the opinion of Mr. Guy Ross, manager of the National Trust Company, regarding the situation in Montreal. The general opinion of the leading men in the real estate business is that the greatest immediate want is more moderate priced self-contained houses in the western residential section of the city; a number of apartment houses have been built, but flats are expensive in a good locality and, notwithstanding the domestic servant problem, a large proportion of English speaking families in particular prefer a house to themselves. Mr. J. Cradock Simpson reports a growing inquiry from investors who had been holding off owing to the tempting conditions for acquiring safe and remunerative bargains in the stock and bond market. The same authority thinks house rents will keep up as there will not be much new construction until conditions in the building trade are more satisfactory.



WHEAT FIELDS NEAR PORTAGE LA PRAIRIE.

Sales were few in the first week of the new year; a lot on Notre Dame Street, away from its business centre, 131 ft. by 133 ft., realised $7,332.

The annual report of the *Builders' Exchange* says:—"Actual Montreal building operations for 1907 may be stated with approximate correctness, as under: City of Montreal, new buildings (official figures), $7,552,136; alterations (official figures), $854,000; total, $8,406,229; (representing, say, 60 per cent. of actual value). Add 40 per cent., $3,362,491; grand total, $11,768,720; add suburbs of St. Louis, $1,478,660; Delorimier, $402,500; Maisonneuve, $1.504,645; Cote St. Paul (estimated), $500,000; Outremont (estimated), $200,000; Westmount, actual, $893,600. Total for Montreal and continuous suburbs adjacent, $16,748,135.

This, remarks the report, justly places Montreal in her premier position among the cities of the Dominion. The total building operations of Canada (as furnished by the Ottawa Labour Department), yielded by the aggregate of forty-one towns, were $58,140,294 in 1906, against $40,000,000 (approximately) in 1905. Thus Montreal with its suburbs contribute over one-fourth of the total building operations of the Dominion.

Toronto.—As customary in the early part of a new year real estate transactions have been limited, but enough has been done to show that in the business section rents will be maintained. The Standard Loan Company has leased a store on Yonge Street at $3,000 per annum. In the less fashionable residential quarters moderate sized houses have changed hands at from $4,000 to $5,000 each. Rentals in the business section have trebled. The residential district of Rosedale grows in favour; a small house has changed hands at $11,500.

Complete returns for 1907 show that 5,051 buildings were erected in 1907, and that the building permits issued represented $14,225,800, as against $13,160,398 in 1906.

The Colonial Loan Company will defer building the talked of ten-storey building on their block of land in King Street. In the meantime they will remodel their present premises, following the example of their neighbours, the Toronto Trust and Guarantee Company.

Ottawa.—Permits were taken out in Ottawa during 1907 for new buildings of the aggregate value of $2,364,950, an increase of over half a million as compared with 1906. The total number of buildings erected last year was 355. Ottawa's total revenue for 1907 was $683,537, and total expenditure $704,421, leaving a deficit of $20,884.

The growth in the residential population of the capital is continuous and must tend to maintain real estate values.

Fort William.—Messrs. Young and Morris have purchased 58 ft. frontage on Simpson Street from Mr. Frank Mariaggi and the New Year has opened with active enquiries for real estate in the business centre.

Port Arthur.—The Neelin block has changed hands to Mr. G H. Rapsey for $130,000, being the largest transaction in real estate for some time, and opening the New Year well.

Major Harley, a mining engineer from London, who has been in the city, has come to the district to report upon iron properties in the townships of McTavish and McGregor for an English Syndicate.

Winnipeg.—Since the issue of our last Investment Supplement summaries of building operations during 1907 are available which show an authorised addition of $7,000,000 to the real estate values which is quite a falling off from the $12,625,950 of 1906 and indicative of the "marking time" policy which has been pursued as a result of the financial stringency. Resident representatives of loan companies which draw their funds from the United Kingdom are sanguine that "the borrowing period of the great west is just commencing, and believe that the special attention which the period of trial has caused British investors to pay to Canadian resources has so re-assured them that the borrower will find less difficulty in being accommodated before 1908 is much older. The sale of the Rialto block here at the rate of $3,000 per foot to an English syndicate has helped to restore local confidence in real estate values of the highest class. Little will be doing in building construction for the next few weeks, but several contracts are being

A large brick apartment house is to be erected at the corner of Dagmar and Bannatyne Streets.

Portage la Prairie.—House rents advanced in price during 1907, but a good moderate sized modern residence can be hired at about $25 per month. The hotel accommodation of the city was much improved last year, and our rapidly improving railway facilities must bring them improved business and help things along generally. Much new building is contemplated. The Government will spend $150,000 on an industrial school; the International Lighting and Heating Company will erect a $100,000 plant; the agricultural implement works will be rebuilt with additions, and the London Wire Fence Company also plans extensions.

Brandon.—Building operations last year were about the same as in 1906, permits to the extent of over $700,000 were issued. The Winter Fair building has been completed at a cost of $45,000, of which citizens contributed $30,000; it will open on March 10. The Great Northern Railway Company is expending large sums on construction work in the vicinity.

The total expenditure on public buildings, which includes the new armoury, collegiate school, churches, addition to asylum, rifle range and Salvation Army barracks was $169,000 in 1907.

Regina.—A number of buildings, such as the new Post Office and new City Hall, though authorised in 1907, remain for completion this year, and this work plus the laying out of the Parliament buildings, will alone promote activity in the building trade and necessitate the construction of small residential properties. As regards new industrial enterprises, much will depend upon greater freedom in



FORT WILLIAM, WHEN IT WAS THE HEADQUARTERS OF THE NORTH-WEST FUR CO.



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the money market, in regard to which the feeling is far more hopeful than it was in the closing days of the old year.

Saskatoon.—The year opened with every prospect of large building construction. The Dominion Government will spend about $100,000 on the Post Office and Custom House; the Court House will soon be completed; a masonic temple is planned; the Sawyer-Massey Company have bought nine lots for building threshing machinery; the Leslie-Wilson Company will build a large flour mill and elevators; and the Saskatoon Milling Company will enlarge their plant. Several retail stores will be added and others extended. Of course, this class of building will necessitate the construction of more residences. Railway construction must also foster the general development of the city. The Grand Trunk Pacific has only a few miles of track to complete before Saskatoon is in direct communication with the East, and before harvest time the city will have a choice of three lines to Winnipeg.

The Canadian Pacific Railway will complete their line to the east via Battle River, and the intended opening of the Goose Lake branch of the Canadian Northern will be a great boon to Saskatoon. This road will build a fine station, and the completion of Grand Trunk Pacific and Canadian Pacific Railway terminals will mean a large outlay and employment of much labour.

Edmonton.—Though the difficulty of obtaining money caused the postponement of many business extensions, Edmonton saw an increase of half a million dollars spent in building construction during 1907. This year



MAIN STREET, PINCHER CREEK, ALBERTA.

opens with better prospects; there is good financial backing to the Griffin packing plant, which will be the largest industrial concern yet established in the city. One hundred carloads of lumber, etc., and 3,000,000 bricks will be needed in its construction. The completion of this undertaking will, it is thought, bring other industries in its train. Hides are now shipped east to come back in the form of boots and shoes; tanneries and shoe factories on the spot should be successful. The waste products from the packing factories naturally call for soap works, chemical works, and glue factories. There is also an excellent opportunity for the erection of a sand, lime, and brick plant as the materials exist in the vicinity.

Calgary.—This city made steady progress during the last year; its bank clearings went up to nearly $70,000,000, exceeding those of Edmonton. Building permits were issued for half a million dollars more than 1906, itself a record year, and the prospects for 1908 are more encouraging. The coming exhibition, in which not only Alberta but the adjoining provinces are taking active interest, will surely stimulate activity, and apart from contemplated new industries, firms with good financial backing already established here are contemplating extensions to their premises. The natural gas, so readily procurable, means cheap fuel for manufacturing as well as domestic purposes, and the rapid settlement upon the irrigated lands in the vicinity will surely provide additional customers for the warehouses and stores. The brick and cement factories now in active operation will help on the necessary building developments to accommodate a growing population. It is only twenty years since Calgary had only 25 candidates for its public school, now there are 2,500 on the rolls. Last, but not least, Calgary will share to the full in the advantages to be derived from the railway construction going on all around the area of a country which, once a great ranching centre, now promises to become a hive of industry.

Medicine Hat.—The cheap light and fuel which an unlimited supply of natural gas affords is a great asset to this city; it keeps the taxes low, cheapens the cost of living, and will soon develop large manufacturing industries. The irrigation plant shortly to be installed at Bow Island by the Southern Alberta Land Company will be an immense benefit to Medicine Hat, for 300,000 acres of irrigated land near by will shortly be in the market. The popularity of Medicine Hat as a "City of Homes" is growing, and building construction is expected to be more active this year than last, when it was close on $1,000,000. The principal buildings under construction now are the Bank of Commerce branch; the Armouries, as headquarters of the Strathcona Horse; a $20,000 addition to the Royal Hotel Cypress Club building; two brick factories; public works, including the Post Office and the big bridge. One of the marked developments of 1907 was the extension of the brick, tile, and sewer-pipe industry, in which a quarter of a million dollars has been invested. This year new school buildings will be erected.

Strathcona.—The city has sold $219,000 of debentures to the Imperial Bank at a rate which represents 6½ per cent.; altogether $1,243,000 of bonds have been sold.

Bye-laws are to be presented to the citizens to authorise the provision of a library, park, and fire alarms.

Pincher Creek.—This town is the distributing point for the great Crow's Nest Pass mining and lumbering district, and is growing fast. There are openings for the manufacturer, who does a trade with the coal two miles from town for his power; for the jobber, who does a trade with the mines or miners;



THE GRAND TRUNK PACIFIC HOTEL AT PRINCE RUPERT.

for merchants of every sort; for land and real estate men; and for farmers. There is an opening for another flour mill. The town has a population of over 1,000, is one of the oldest towns in the province, and has all modern improvements. The tax rate is low, the highest assessment being eight mills, and the school assessment five mills. The country is well watered and record crops of Fall wheat are raised in the district. There is always a cash sale for farm produce of every kind.

Vancouver.—Real estate men here are sanguine of good business being done this year, even if there is less buying for speculative purposes. Last year the population increased by nearly 10,000. Houses ranging in value from $2,500 to $3,000 are in great demand from men on the spot, and let at a rental which is attractive to outside capitalists who seek a permanent investment upon the security of freehold in a city which, owing to its geographical position, must grow. British capital is taking hold with more confidence, and employing local firms of repute to negotiate purchases. South Vancouver is becoming an important suburb. The assessment value of property in Vancouver increased by $6,833,895 in 1907, which will produce considerable addition to the revenue of the city without increasing taxation and facilitate the obtainment of loans for improvement.

Kamloops.—Over two hundred real estate transfers in the last six months is the record of this city, apart from transactions in farm and fruit lands. Extensive building is projected this year, including new provincial law court offices and railway station, a sanatorium, a convent, and a new building for the Bank of Hamilton.



IN THE SUBURBS OF VICTORIA, B.C.

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HOW TO STIMULATE A TOWN'S GROWTH.

In a recent issue of the Toronto *Mail and Empire* some useful advice is given to municipalities which are anxious to attract capital and industries and increase their population. Our contemporary says:—

"No doubt there are hundreds of small cities and towns in Canada that want to grow a little faster. Two factors are necessary for the growth of a town, apart from the natural increase of the people who comprise it. The first essential is that it shall have attractions, and by attractions is meant both opportunities for a newcomer to earn a good livelihood. and surroundings in which he can enjoy himself after the day's work. Industries the town must have to begin with, and then it must have places of entertainment, schools where children can be well educated, churches, recreation grounds, social life, and a good climate.

Possess Attractions.

"Unless the town has these to begin with, it would be wise to acquire what is lacking before it starts the real campaign for more industries and more citizens. The fact that a town has a good theatre is enough, other things being equal, to attract a thousand families from another town that has no theatre.

"The analogy between the town and the individual merchant is fairly close. The merchant must have a stock of goods that people want to buy, and the town must be the sort of place that people want to live in.

Advertise the Fact.

"The town, like the merchant, must advertise if it wants to draw people. If it has the attractions in the first place, advertising will bring people to investigate, and if there are no false pretences an inquirer becomes a citizen. That is the whole question in a nutshell. It resolves itself into an advertising problem."

Where to Advertise?

The foregoing remarks in the *Mail and Empire* will commend themselves for their good commonsense. We will now point out where the publicity, if decided upon, will be most valuable.

For many years western Canadian towns have sought for more capital, more industries, and more citizens in Eastern Canada or the United States. The main source of supply—the Mother Country—has been neglected. The Government emigration officials have not been so shortsighted. They went to the source of supply and have widely published the attractions of the Dominion among the crowded forty millions of the Mother-country. Their appeal is confined to the agricultural emigrant and the domestic, but other classes have been instructed. How wide is the interest is proved by the existence of this illustrated weekly newspaper, which exists to supply information which is leading to the inflow of capital, merchants, and well-to-do settlers, into Canadian towns. The best answer to the above query is, make the attractions of your town known to the great British public through the medium of *Canada*.

The Merchants Bank of Canada

REPORT PRESENTED AT THE FORTY-FOURTH ANNUAL MEETING.

The following statement of the result of the half-year's business was submitted and approved:—

The net profits of the half-year, after payment of charges, rebate on discounts, interest on deposits, and making full provision for bad and doubtful debts, have amounted to		$473,144.50
Balance brought forward from last year, ending May 31st, 1907		34,256.25
Making a total of		$507,400.75
This has been disposed of as follows:		
Quarterly Dividend No. 80 at the rate of 8 per cent. per annum	$120 000.00	
Quarterly Dividend No. 81 at the rate of 8 per cent. per annum	$120,000.00	
		240,000.00
Leaving a balance to be carried forward to the next year of		267,400.75
		$507,400.75

Statement of Liabilities and Assets at Nov. 30th, 1907—

LIABILITIES.

1. To the Public.		
Notes in Circulation		$5,490,940.00
Deposits at Call	$10,431,031 81	
Deposits subject to notice (accrued interest to date included)	24.440,836.11	
Deposits due to other Banks in Canada	1,382,476 05	
		36.254,343.97
Dividend No. 81		120,000.00
Dividends unclaimed		2 913.50
		$41,868,197.47
2. To the Stockholders.		
Capital Paid Up	$6,000,000.00	
Reserve Fund	4,000,000.00	
Surplus Profits	267,400.75	
		10.267,400.75
		$52,135.598 22

ASSETS.

Gold and Silver Coin on hand		$1,533,736.44
Dominion Notes on hand		2,384,321.50
Notes and Cheques of other Banks		2,223,029.18
Balances due by other Banks in Canada		6,769.44
Balances due by Banks and Agents in Great Britain		803,214.53
Balances due by Banks and Agents in the United States		79,451.00
Call and Short Loans on Bonds and Stocks in Canada	$2,495,994.71	
Call and Short Loans on Bonds and Stocks elsewhere than in Canada	2,988,258.84	
		5,484,253.55
Dominion and Provincial Government Securities		605,427.97
Railway, Municipal and other Debentures		6,146,957.21
		$19,267,160.82
Current Loans and Discounts in Canada (less Rebate of Interest reserved)		31,246,107.26
Loans and Discounts overdue (loss fully provided for)		95,732.55
Deposit with Dominion Government for security of Note Circulation		240,000.00
Mortgages and other Securities, the property of the Bank		83,397.48
Real Estate		25,476.15
Bank Premises and Furniture		1,155,887.30
Other Assets		21,836.66
		$52,135,598.22

E. F. HEBDEN, *General Manager.*

The Board of Directors were elected as follows:—

SIR H. MONTAGU ALLAN, *President.*
MR. JONATHAN HODGSON, *Vice-President.*

MR. THOMAS LONG.	MR. HUGH A. ALLAN.
MR. C. R. HOSMER.	MR. C. M. HAYS.
MR. C. F. SMITH.	MR. ALEX. BARNET.

MR. F. ORR LEWIS.

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CANADIAN BOND ISSUES, 1907.

Large Purchases by British Investors—Increased Confidence and Interest—Issues Pending 1908—An Important Review.

Our readers who are financially interested in Canadian affairs will read with interest the important review, on another page, of Canadian affairs, by Mr. Byron E. Walker, which this prominent banker presented recently to the shareholders of the institution of which he is President. In the following review of Canadian Bond and Debenture issues by Mr. E. R. Wood, we have another expert report on a particular branch of finance which is of great value and importance to readers of *Canada*, so many of whom have on our advice increased their holdings in high-class Canadian securities, which are yielding them a higher rate of interest compatible with safety than can be obtained elsewhere under the British flag. Mr. Wood, who is Vice-President of the Dominion Securities Corporation—a Toronto institution which handles investment securities exclusively—at the annual general meeting recently said:—

High rates for money began in the fall of 1905, and prevailed throughout 1906. The upward movement of interest continued during 1907. During 1906 the Bank of England rate rose to six per cent., a point without precedent since the Boer war, and continued there. In 1907, the Bank of England rate advanced on Thursday, November 7, to seven per cent., the highest since 1873. It remained at that point eight weeks, as against two weeks of nine per cent. and six days of seven per cent. money thirty-four years ago.

The lowest rate of 1907 was equal to the highest rate of 1905. Though on account of this extraordinary financial stringency, the past year has been unprofitable for the financial corporations dealing in bonds and debentures, the volume of transactions has been considerably greater than that of any former year, excepting 1905, which witnessed the Grand Trunk Pacific and other large issues. The comparative issues of bonds for the past four years in Canada are:—

	1907.	1906.	1905.	1904.
	$	$	$	$
Corporation ...	58,931,200	35,694,000	125,497,284	9,344,000
Municipal ...	14,430,540	9,087,008	9,031 160	13,759,247
Provincial ...	9,274,000	9,206,000	346,087	11,146,000
Total	82,635,740	53,987,008	134,874 531	34,249,247

Corporation issues then nearly doubled, and municipal issues increased nearly fifty per cent. Throughout 1906 financing was withheld in the expectation of lower interest rates. Bonds were issued in 1907, partly through immediate necessity and partly because the expectation was given up of a quick return to lower interest rates. It is an indication of the excellent standing of Canadian securities that during the time of such stress the market took Canadian bonds in such large quantities.

England purchases largely.

The distribution of Canadian bonds in 1907 was as follows:—

	1907	1906.	1905	1904.
	$	$	$	$
Canada	14,761,683	23,304,958	35.149 921	24.215,247
Great Britain	63,095,057	26,563,700	85,621,395	2,584.500
United States	4,779,000	4,118,350	9.256,782	8,354,500
Europe	—	—	4,846,433	—
Total	82,635,740	53,987,008	134,874,531	34 249,247

The most interesting point about this comparison is that *Great Britain took during 1907 nearly two and one-half times as many Canadian bonds as in 1906*, and came well up towards the $85,621,395 taken in 1905, the year of the Grand Trunk Pacific and other large issues. This is especially gratifying as an indication of the continued increasing growth in interest of British investors in Canadian securities.

Provincial Issues.

The provinces issued bonds in 1907 to the amount of $9,274.000. This is almost exactly the amount issued in 1906, which was $9,206,000. The provinces issuing bonds, and the amounts, were: Manitoba, drainage, $274.000; Manitoba, telegraph and telephone, $500,000; Dominion of Canada, $7,500,000; New Brunswick notes, $1,000,000; total, $9,274,000.

These were distributed as follows:—Canada, $74,000; England, $8.900.000; United States, $300,000; total, $9,274,000.

Municipal Bonds.

Canadian municipalities sold bonds in 1907 to the amount of $14,430,540, compared with $9,087,008 in 1906.

1905.	East.	West.	Total.
Number of Municipalities selling ...	115	26	141
Total Sales	$4,407,084	$4,624,076	$9,031,160
1906.	**East.**	**West.**	**Total.**
Number of Municipalities selling ..	118	36	154
Total Sales	$6,762,946	$2,324,062	$9,087,008
1907.	**East.**	**West.**	**Total.**
Number of Municipalities selling ...	99	39	138
Total Sales	$6,171,730	$8,258,810	$14,430,540

The increase in the number of municipal bonds put out was to be expected in view of the issues overhanging the market at the beginning of the year. During 1906 the municipalities withheld from selling in the expectation of better prices, only to take lower prices in 1907. Municipal corporations should take the market rather than engage in speculation. During a high money period a municipality should seek to save by frugality and by refraining from new enterprise.

The sales during the year also show that it is desirable for a municipality to sell its bonds and secure funds before making expenditures. Many of the municipal sales were forced by too large overdrafts at the bank. However, at the beginning of 1908 municipalities are generally in better shape than they were at the beginning of 1907, and this is another hopeful condition in the general situation.

The distribution of the 1907 and 1906 issues was:—

	1907.	1906.
Canada	$6,817,683 (47 %)	$7,723,958
United States	379,000 (3 %)	454,350
Great Britain	7,233,857 (50 %)	908,700
	$14,430,540	$9,087,008

Again, the remarkable thing about the distribution is that Great Britain took $7,233,857 of Canadian municipal bonds in 1907, compared with $908,700 in 1906.

Corporation Bonds.

Issues of corporation bonds in Canada for 1907 aggregated $58,931,200, as compared with $35,694,000 in 1906. A greater number of the issues were made in the earlier part of the year and were put out, partly because the corporations had not fully understood the severity of the situation. Many of the bonds were put out, too, for undertakings to which the corporations were committed in 1906.

Canada absorbed only $7,870,000 of the total, compared with $12,375,000 in 1906, while Great Britain took $46,961,200, as compared with $19,655,000 in the earlier year.

Details of the Issues.

Canadian Pacific Railway debenture stock, $12,500,000; Grand Trunk Railway debenture stock, $5,000,000; B. C. Electric Railway debenture stock, $1,500,000; Dominion Power and Transmission Co., $1,650,000; Shawinigan Water and Power Co., $1,750,000; Niagara Navigation Co., $110,000; Canadian Northern Railway stock, $6,000,000; Electrical Development Co., $1,000,000; Montreal Street Railway, $1,000,000; Canadian Northern Railway equipment bonds, $3,625,000; Rio de Janeiro T.L. and P. Co., $4,661,200; Dartmouth Electric Co., $100,000; Puebla Tramway, Light, and Power Co., $6,000,000; Maritime Coal, Railway, and Power Co., $1,000,000; Canada Southern Railway (old bonds extended), $144,000,000; St. John Railway, $250,000; Levis County Railway, reorganisation, $500,000; Saraguay Electric Co., $30,000; West Kootenay Power and Light Co., $1,500,000; R. and O. Navigation Co., $1,000,000; Montreal Water and Power Co., $350,000; Porto Rico Railway Co., $800,000; Cape Breton Coal, Iron, and Railway Co., reorganisation, $2,600,000; total, $52,926,200. Of this total $3,740,000 were sold in Canada, $45,586,200 in England, and $3,600,000 in United States.

Industrial and other Issues.

Magdalen Islands Development Co., $500,000; Penmans Limited, $2,000,000; Linton Apartments Co., $650,000; Milton Pulp and Paper Mills, $30,000; Wabasso Cotton Co., Ltd., $1,000,000; Smart Bay Co., Ltd., $75,000; Shawinigan Carbide Co., Ltd., $600,000; A. A. Ayer and Co., Ltd., $100,000; Western Can. Timber Co., $375,000; St. John Storage Co., $75,000; Toronto Amusement Co., $600,000; total, $6,005,000. Add Pub. Service Corpn. bonds, $52,926,200. Total, $58,931,200. Of this $7,870,000 were placed in Canada, $46,961,200 in England, and $4,100,000 in United States.

This list of industrial issues does not include numerous small amounts which would somewhat swell the total.

The Outlook for 1908.

The year 1908 promises an increase in the number of provincial bonds over 1907 and 1906. Already the province of Manitoba has authorised an issue of $3,000,000 bonds in payment for the telephone system. The province of Saskatchewan has authorised $2,000,000 for telephone lines and Parliament buildings, and the province of Alberta will probably authorise a like amount for similar purposes. These will probably come on the market during the year. Other provincial bonds likely to come on the market are:—

New Brunswick ...	$1,000,000
Ontario ...	1,500,000
Newfoundland ...	500,000

Timely advice.

The weakest feature of the municipal situation is the willingness of municipalities to assume indebtedness, especially for undertakings of a general service nature. Such debt is assumed without recognition of the fact that its swelling total must lead to increasing interest rates to compensate for the increased risk of the bonds as investments. The present large rise in interest rates obscures this inevitable result. It will appear when interest reaches a level again.

Since Great Britain is necessarily the only great market for Canadian bonds, the municipalities should seek the advice of an investment house familiar with that market and prepare their issue under its direction. If done properly this need not preclude getting the issue ready in a form satisfactory to the Canadian market also. Such action will widen the market and increase the credit of the municipality. In seeking the British market Canadians should always bear in mind that the English investor has a world-wide field to choose from, and seemingly small things may turn him from a given security. He is in a position to exact his conditions.

The total amount of bonds offered and resold during the year is $1,320,909.

Besides the bonds already described as offered but not sold, there will probably come on the market in 1908, in addition to many smaller issues:—

East.—Toronto, $2,500,000; Ottawa, $1,000,000; Montreal, $2,000,000; Port Arthur, $350,000; Fort William, $150,000; Montreal Protestant Schools, $275,000; St. Louis Du Mile End, $1,000,000; St. Hyacinthe, $170,000; Three Rivers, $298,500; Fredericton, $100.000; Sorel, $75,000; Summerside, P.E.I., $90,000; Springhill, N.S., $54,000; Notre Dame de Quebec, $83.000; Oxford County, $150.000; Hamilton, $250,000; London, $200.000; Brantford, $50,000; Gravenhurst, $45.000; total, $8.840,000.

West.—Winnipeg, $6,000.000; Vancouver, $1.500.000; Edmonton, $850.000; Calgary, $800,000; Saskatoon, $100,000; Lethbridge, $75.000; Nelson, $50.000; Portage la Prairie, $50,000; Moose Jaw, $150,000; total, $9,575,000.

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Trade Notes.

[*Canadian Patent Agents handling valuable Inventions which they consider will be of use in Great Britain should communicate with us.*]

Two new asbestos mills are being constructed at Broughton, Que.

The Dominion Wrought Iron Wheel Works, Orillia, Ont., are making additions to their factory.

The Canadian Glass Manufacturing Company, Montreal, have completed rebuilding their plant at a cost of $50,000.

The Belleville Gasworks is a municipal enterprise. Its sales of gas coke, tar, etc., resulted in a profit of $10,370 last year, exclusive of extraordinary expenditures.

Slate of great strength and durability was obtained from Jervis inlet, British Columbia, some years ago, and used in the drill hall in Victoria and large buildings in Vancouver and Seattle. The Pacific Slate Company of Victoria is now actively developing the property.

The Ottawa Corporation has placed an order with Messrs. Glenfield and Kennedy, Kilmarnock, Scotland, for two sets of duplex pumps, each 19½ in. diameter by 26 in. stroke. Each pump will deliver 4,000,000 gallons in twenty-four hours.

Scotch makers of foundry pig-iron have made some shipments to Canada this year, and customers in the Dominion have contracted for other consignments for delivery at Montreal as soon as the St. Lawrence route is open.

The Ontario Railway and Municipal Board has adopted Quinn's automatic emergency air-brake and lifeguard for electric cars, a device which, when any obstruction is touched, causes the fender to be lowered and the air-brakes applied.

The reorganisation of the Hamilton Steel and Iron Company will give shareholders three certificates of the new stock for each one of their holdings. The capital is being increased from $1,513,000 to $5,000,000. Mr. C. S. Wilcox is the president.

The well-known wholesale dry goods firm, Greenshields, Limited, has sold its stock and branch warehouse at Winnipeg to Messrs. Robinson, Little and Co., of London, Ontario. Mr. E. B. Greenshields states that the firm has increased its business in Montreal and the eastern provinces by more than the whole amount previously done all over the Dominion, and its energies will be concentrated in the East, though its travellers will still visit the western provinces.

Marble produced in Canada is becoming extensively used in building operations in the eastern provinces .The principal source of supply at present developed is at Philipsburg, in Quebec, on the shores of Lake Champlain, and the quarries are known as the Missiquir Marble Company, of which the late Mr. J. T. Shearer, of Montreal, was the President. About 100,000 cubic feet, selling at from $1 to $2 per foot, is the present output.

The Canadian Zinc Company expects to complete its plant for the electric reduction of zinc at Wilson, B.C., next month. It will be the first of its kind on the Continent, but a similar plant is working successfully in Sweden. Most of the lead ore occurs with zinc, and the profitable use of the latter will mean the opening up of many idle Slocan properties.

PEAT IN CANADA.

Fuel is scarce in the province of Ontario, for there is not much timber left in the settled portions, and coal is not mined. Under these circumstances, experiments made by Dr. John McWilliam, of London, Ontario, with a view to manufacture briquettes of peat dust, have attracted attention. Peat bogs are plentiful, and over the top of one of these rails were laid on which a species of electric car provided with a suction pan, which draws up the peat dust, which is then ground to a powder heated to a temperature of 200deg., and compressed into briquettes. The car or "collector" can handle fifty tons per diem, and it is claimed that in two days the bricks become as hard and nearly as useful as coal.

Messrs. Barlow and Mongenais have bought out the woollen department of the well-known Montreal firm of Messrs. Hermann H. Wolff and Co., and have taken large premises in Victoria Square.

TRADE PERSONALS.

Messrs. Fleming and Ferguson, of Paisley, Scotland, have received an order from the Dominion Government for four sets of triple expansion engines for steamships being built for the Department of Marine.

Mr. A. J. Renton, manager of the fire department of the Guardian Assurance Company is expected in Montreal this month en route to England, after visiting the agencies in South America and the West Indies.

Mr. T. Drysdale-Veitch has succeeded Mr. A. Whitley as manager of the branch of the Royal Bank of Canada in Victoria. Mr. Whitley has taken charge in Winnipeg. Mr. Drysdale-Veitch was manager of the Ilkley, Yorkshire, branch of the Halifax, Joint Stock Banking Company, of Halifax, England.

TRADE IN NEWFOUNDLAND.

The common depression has affected trade; store-keepers in St. John's report cash sales diminished by from 15 to 25 per cent. The general condition is, however, far better than it was a few years since, and though not showing the remarkable progress of Canada, Newfoundlanders are very sanguine as to the future, and look forward to the success of the new whaling enterprise to recoup the million dollars lost in that industry during the last five years.

B.C.'s SEALING INDUSTRY.

The seal catch of the past season in detail, the lowest in twenty-five years, was:—B.C. coast, 1,934 skins; Copper Islands, 448 skins; Behring Sea, 2,858 skins; taken by Indians, 157 skins; total, 5,397; also 38 sea-otter skins. Last season the catch was:—B.C. coast, 2,184 skins; Copper Islands, 1,481 skins; Behring Sea, 6,324 skins; taken by Indians, 381; total, 10,370 skins.

Canadian Buyers in England.

Since our list was published last week the following are the movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

B. L. Northcott (Gordon, Mackay and Co., Ltd., Toronto)—274, Carey Lane, E.C.
George Willis (Jas. A. Ogilvy and Sons, Montreal)—35, Milk Street, E.C.
Freeman E. Elliot (Mahon Bros., Halifax, N.S.—Care of Kenny, Mahon and Co., Billiter Buildings, Billiter Street, E.C.
Jos. Appelbe (Jos. Appelbe and Co., Windsor, Ont.)—35, Milk Street, E.C.
J. W. Moyer (The Murphy-Gamble Co., Ltd., Ottawa).
R. C. Campbell (Campbell Bros., Woodstock, Ont.).

LEICESTER.

D. H. Gibson (Burton, Spence and Co., Ltd., Toronto) —Grand Hotel.
T. A. Mitchell (Denton, Mitchell and Duncan, Toronto).
A. Robinson (McLaren and Co., Ltd., St. Catharines, Ont.).
F. W. Moore (F. W. Moore and Co., Halifax, N.S.).

MANCHESTER.

H. S. S. Molson (The Gault Bros. Co., Ltd., Montreal) —Midland Hotel.
S. Milley (Samuel Milley, St. John's, N.F.).
J. L. Murray (Smallman and Ingram, London, Ont.).
H. B. Bristol (A. Bristol and Son, Picton, Ont.)—Grand Hotel.

FITU

Chappell, Allen & Co., Ltd.

BRISTOL, ENGLAND.

Manufacturers of the following well-known brands of Corsets:—

"FITU,"
"LA FIGURINE,"
"PATRIOTIC,"
"BRACELINE,"

in various qualities and latest shapes. These should interest you for the Canadian Market.

Canadian Government TRADE COMMISSIONER SERVICE IN GREAT BRITAIN.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in Great Britain:—

P. B. BALL, Room 39 and 40, Central House, Birmingham.

J. B. JACKSON, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Sun Buildings, Clare Street, Bristol.

Commissioners and Agencies have also been established in various other parts of the World as follows:—

Australasia—
J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China, Japan, and Corea—
W. T. R. PRESTON, Poste Restante, Hong Kong.

China—
H. J. CRAIG, 18, Szechuen Road, Shanghai.

France—
A. POINDRON, 101, Rue Réaumur, Paris.

Japan—
ALEX. MACLEAN, No. 14 Bund, Room B, Yokohama.

Mexico—
A. W. DONLY, Rebeldes No. 6 Mexico, D.F., Mexico.

Newfoundland—
E. D. ARNAUD, Gazette Building, Water Street, St. John's.

Norway—
C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.

West Indies—
E. A. H. HAGGART, Kingston, Jamaica.
R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada to British and Foreign Importers or Exporters without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

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Railways.

The Canadian Northern Railway has commenced work at Fort Francis, Ont., on the spur branch of the line between Duluth and Winnipeg.

The Dominion Car and Foundry Company has received an order from the C.P.R. for 400 composite steel and wood freight and ballast cars. The steel will come from the Nova Scotia Steel Company, of New Glasgow.

Many men have been temporarily laid off in the car departments of the Grand Trunk Railway and others put upon a 47-hour week schedule on account of diminished earnings. In the early spring it is expected there will be work for all on full time and extra hands be needed.

Mr. F. W. Morse, general manager of the Grand Trunk Pacific Railway, has returned from inspecting the proposed route of the line east of Montreal. He states that by the time the main line is completed it will be connected with a branch from Montreal. The report as to a new route for the line through the coast range of the Rocky Mountains having been selected is denied.

Three million feet of ties and tie-timber for Grand Trunk Pacific Railway construction, and another million for new work on the White Pass and Yukon line have been ordered from Puget Sound Mills. Cut prices is given as a reason for Vancouver mills not obtaining the order. The Grand Trunk Pacific is also endeavouring to secure in Alberta and Saskatchewan ties for the line from Prince Albert to Edmonton.

The Hon. G. W. Graham, the Minister of Railways and Canals announces a surplus of $300,000 in connection with the working of the railways belonging to the Dominion Government. Over a thousand miles was added to the railway mileage of Canada during the past year. The passenger service of the Canadian Atlantic steamship lines showed an increase last year of 30 per cent., the number carried being 300,000.

Railway construction of the C.P.R. this year will include the completion of a double track between Fort William and Winnipeg, 425 miles. The company has also planned to do the following work in 1908:—Complete line from Tuxford (Moose Jaw North) to Lacombe, on Edmonton branch; complete line from Saskatoon through to Wetaskiwin on Edmonton branch; complete line from Bredenbury to Esterhazy; complete line from Weyburn to Stoughton; complete line from Shaho westerly to Lanigan; complete Wolseley-Reston road.

Shipping.

Mr. W. H. Allison has succeeded Captain Ridder as marine superintendent of the Pacific Coast Steamship Company.

Liverpool to Canadian ports or via Portland for £4 by ordinary steamship or £4 10s. by the Allan turbines and C.P.R. Empresses is the latest result of the rate war. The second cabin rates are reduced to a minimum of £6. The Dominion line, though closely allied with the White Star syndicate, also quotes rates of £6 and £4. After March 31 it is expected the minimum steerage rate will be £5 10s. and second cabin £8.

The Allan line is likely to extend its present regular service between Canadian ports and London *via* Havre. The conclusion of the Franco-Canadian trade treaty is likely to give an impetus to what was already an improving business. Vessels with more elaborate passenger accommodation will be employed in the near future. The C.P.R. may also include a French port in the service of their line which now uses Antwerp.

Mr. Hannah, Montreal passenger manager of the Allan line, states that the new immigration regulations will not affect passengers holding through tickets; passengers from Norway *via* a British port or Italy *via* Antwerp or Havre will not be affected. The United States Immigration Commissioner in Montreal says the regulations will not prevent any passenger who holds a through ticket to Canada from Europe from coming *via* an American port. It is the Japanese arriving on the Pacific coast from Honolulu that the new regulation is aimed at.

Answers to Trade Correspondents.

S. T. C. (Wolverhampton).—The firm you name has its works at Dundas, Ontario. The distance from St. John, New Brunswick, where goods would be landed if sent by a direct Canadian steamer before May, is about 800 miles, but it would be well to ask quotations *via* Portland, also from the G.T.R. freight department, before you make up your estimate.

ARTISANS HOURS IN CANADA.

In the area of which Toronto may be said to be the trade centre the movement among labour organisations for shorter hours has been steadily gaining strength during the last twenty years. Indeed, all over the Dominion, with a few prominent exceptions, the principal skilled artisans in the following trades have their eight hours' day: Carpenters, electrical workers, bricklayers, granite cutters, masons, painters, decorators, paper-hangers, plumbers, gasfitters, steam and hot-water fitters, tilelayers, roofers, building labourers and hod carriers, compositors (book and job), stereotypers and electrotypers, coal miners in bituminous regions, cigar-makers, coopers, brewers (eight hours on Pacific coast, nine hours elsewhere), iron and steel workers (three shifts).

Plasterers in some places only work seven hours. Compositors on afternoon papers generally work eight hours, and those on the morning journals seven hours and a half. Bookbinders are now generally successful in fixing upon an eight-hour day, and 50 per cent. of the firemen employed for stationary engines have the same hours.

THE FISHERIES OF CANADA.

The annual report of the Department of Marine and Fisheries just issued shows that, exclusive of the lobster industry, 76,100 men were employed in Canadian fisheries. The total catch for the season 1906-7 was valued at $26,279,485. The capital employed is put at $14,555,565. Notwithstanding a shortage of over $3,000,000 in the salmon catch over the phenomenal yield of the previous year, the value of this fish is still over two millions more than any other species. Since the year 1869, when statistics of the entire fisheries of the Dominion on the Pacific and Atlantic coasts were first summarised, the five principal commercial sea fishes have yielded the following values to the industry: Cod, $139,514,753; salmon, $96,790,000; lobsters, $83,291,553; herring, $75,270,165; mackerel, $47,416,972.

During the last year, ending June 30, the fish and sea products, including marine animals, exported from Canada to foreign countries, chiefly to the United States and Great Britain, amounted to $12,585,808. With the exception of 1905, when phenomenal catches of British Columbia salmon swelled the total value beyond twenty-nine millions, this is the largest aggregate catch on record. The total value of the fisheries of each province is as follows:—

	Dols.	Dols.
Nova Scotia	17,799,160 dec.	459,975
Brit. Columbia ...	7,003,347 dec.	2,846,869
New Brunswick ...	4,905,225 inc.	58,135
Quebec	2,175,035 inc.	171,319
Ontario	1,734,856 inc.	25,893
Prince Edward Island	1,168,939 inc.	175,017
Manitoba, Saskatchewan & Alberta	1,492,923 dec.	318,648

The Maritime Provinces.

The deep sea fishermen of the Maritime Provinces received the sum of $159,015 as bounties on their respective catches.

Of this amount, the owners of 957 fishing vessels and their crews received $68,208, the balance $90,807 was distributed amongst 20,871 boat fishermen.

For the past season the province of Nova Scotia received nearly double the amount of money paid to the other three provinces, viz.:—

Nova Scotia	$99,518
Quebec	34,410
New Brunswick	16,247
Prince Edward Island	8,839

Since 1882 the sum of $3,949,701 has been distributed amongst the fishermen of the Maritime Provinces.

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PURVEYORS TO
HIS MAJESTY THE KING.

UNEXCELLED for
PICKLES.
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PURE MALT VINEGAR.
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PURE LUCCA OIL.
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FLORENCE CREAM.
For Salads.

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POTTED MEATS AND FISH.
In Jars and Tins.

UNEXCELLED for
FRESH FRUIT JAMS AND JELLIES.

UNEXCELLED for
PREPARED SOUPS.
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UNEXCELLED for
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Capital Paid Up	$4,350,000
Reserve Fund	$1,900,000
Deposits	$23,500,000
Total Assets	$33,700,000

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FARM IN BRITISH COLUMBIA.

41 acres in fruit, &c. Fine house and outbuildings, situated on good roads, near school, stores, station, &c. $5,000, one-third cash, balance two years.

RAY & WINDLE, VANCOUVER, B.C.

THE BANK OF TORONTO.

Head Office—TORONTO, CANADA.

Capital	$4,000,000
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70 Branches throughout Canada.

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Collections made on best terms and proceeds promptly remitted.

Prompt Payment made in Canada of moneys deposited for that purpose with any Branch of London City and Midland Bank.

ENQUIRY COUPON.

"CANADA," No. 108, Feb. 1, 1908.

This coupon must be cut out and enclosed in any letter of enquiry.

AN EXHIBITION OF

NOVA SCOTIA APPLES

Selected and forwarded by the Nova Scotia Government, is now on view in the

CANADIAN COURT, CRYSTAL PALACE.

SPECIMENS can be loaned to local Exhibitions upon application to the Agent-General, MR. JOHN HOWARD, 57a, PALL MALL, LONDON, S.W., from whom all information can be had respecting the Province.

Subscribers who take an interest in *Canada* and who would like their friends to see the Journal are invited to communicate with the Editor if the addresses of friends are supplied we will gladly forward specimen copies.

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Canadian Finance.

(From Our Own Correspondent.) TORONTO.

The New Year has begun quite cheerily on the Canadian markets, there having been even a moderate amount of speculation at Montreal. Most of the business transacted has, however, been of a purely investment order, and in this direction things have been quite brisk. It is quite evident that large funds are being invested at current prices, and it looks as if capitalists and investors are at last seriously turning their attention to the merits of stocks both here and at Montreal. It is highly probable that money will soon become very cheap in the United States, and the news from Europe shows that easier conditions have at last set in, and latest reports suggest that the decline in the London rate will be followed by a further reduction at no distant date. Granted that a Presidential election year is inimical to steady markets in the United States, and that it is possible that there may be a further break in prices in New York when the wreckage from the recent slump comes on the market, it must not be overlooked that a plethora of cheap money will be a counteracting influence. With money cheap and abundant in Europe, it is confidently hoped that there will be a speedy improvement in the financial situation in Canada, and be an end to the prolonged period of stringency which has been Canada's portion for so many weary months. It would almost seem as if the buying which has now apparently commenced in earnest is an intelligent anticipation of such a welcome change in the monetary situation in Canada.

American Investors and the Canadian Banks.

The recent crisis in the United States has furnished striking testimony to the confidence Americans have in the Canadian banking system and in the financial stability of the Dominion. At many points along the international border Americans have been withdrawing their savings lodged with the United States banks and re-depositing them with Canadian institutions. Alarmed as to the standing of their own banks, and yet indisposed to put their savings in the proverbial stocking, these American investors have without hesitation deposited the sums they had withdrawn from their own institutions with the Canadian banks. No higher tribute could possibly be paid to Canada's banking system than this transfer of moneys from their own to Canadian institutions by American depositors.

Winnipeg's Financial Necessities.

From the Western city comes the report that a conference has just been held between the Council and the Bankers' Association to discuss the terms of a $2,000,000 loan. The proposal is apparently to divide this amount up between a number of the banks and to offer as security for the loan Winnipeg's taxes for the present year. At the time of writing nothing definite is known as to the result of the conference, but it is stated that the bankers are inclined to view the proposal favourably, and that the loan will likely go through.

B.C.'s Mineral Output.

The Province of British Columbia's mineral output has reached a new record, but what is of equal importance the prospects for the present year are very encouraging, and it is expected that the total output will leave those of previous years far behind. One of the chief features has been the steady development of the Boundary Copper properties, which, it is estimated, will, during the present year be able to produce an all-round average of 120 tons a day. The total output of copper by the Province for the year totals $10,000,000—equal to the whole of the production of gold, silver, and lead. The labour outlook is decidedly more hopeful, and has been put on a better footing by the acceptance by the miners of the arbitrator's award in connection with the regulation of wages at St. Eugene and their willingness to meet the mine owners. The unfavourable feature is the position of lead, which at the present time is quite unprofitable. The bounty expires next June, and it is hoped that some steps will be taken to help this languishing industry, although it is difficult to see quite what can be done to enable the mines to compete with the competition over the border.

The London Market.

LONDON, WEDNESDAY.

There has been a further upward movement in prices under the lead of gilt-edged descriptions which have gone ahead in response to the sharp decline in money rates reflected in a 4 per cent. bank rate here and corresponding reductions on the Continent. Consols have been over 86, and the whole of the investment list has moved in sympathy, including Canada Threes. Home Rails have suffered a set-back owing to the announcement of several unsatisfactory dividends; the Great Central and Great Eastern declarations being particularly disheartening. Foreign Government issues have shown a good tendency on the whole, despite Morrocan developments, and Japanese have gone ahead on the settlement of the much vexed immigration question. Argentines eased off sharply at one time on the Ministerial crisis, but recovered later on. The American department has displayed some irregularity, and the North American Bank affair was an unpleasent incident. On the other side, however, and in London, it is felt that the prospects of abnormal ease in the money market at New York as well as in Europe, will offset declining trade with its resultant falling off in the revenue of the railway companies. The Canadian section has not been by any means an unsatisfactory department, but changes on the week are very light, the most important being a $2 rise in C.P.R.'s, which are still cum their dividend, and in short supply. Grand Trunk's improved a little on bear covering, in preparation for the settlement, but went back afterwards, and apart from the First Prefs., which are about a point up, show practically no alterations on balance. Grand Trunk Pacific Debentures have been supported at a rather better quotation, and Alberta Railway Debentures and Quebec Central New Incomes are also higher. In the land division Hudson's Bays have been in demand on investment account up to 88, and proved to be scarce at the settlement, and Western Canada Land shares were firm on the land sales for the half-year to December 31—6,369 acres for $59,466—an average of $9.33 per acre. An interesting report has been issued by the Southern Alberta Land Company dealing with the work done since the formation of the company, and indicating the possibility of a large saving resulting from the adoption of a different method of irrigation than that originally contemplated. The South American section has been a little irregular, but Mexico Tramway shares record a further substantial advance. The movements in Canadian mining descriptions were quite unimportant.

Financial Items.

Royal Bank of Canada.—This institution has voted its employees a bonus of 10 per cent.

The Western Canada Land Co., Ltd.—The directors report that the following sales have been made for the six months ended 31st December, 1907; 6,369 acres for $59,466, equal to an average price of $9.33 per acre.

The Rio de Janeiro Tramway, Light, and Power Co., Ltd., has received a cablegram from Rio de Janeiro stating that the first 8,700 horse-power generator in the large power station at Rio das Lages has been erected, and that this new unit is now running satisfactorily and supplying current to Rio de Janeiro.—The gross earnings for the third period of seven days of the month of January, $128,556. Increase over corresponding period of last year, $22,856. Aggregate for January to date, $380,398.

Canada Consolidated Cobalt Co.—As our readers will remember, the fixture of the Stock Exchange special settlement in connection with this company was deferred from December 19 last to January 23. On the latter date it was announced that the committee had further deferred the settlement until to May 6. In connection with the repudiation by Sir F. Borden, Minister of Militia and Defence for Canada, of the authority of this company to use his name as a director, the following statement appears in the "Toronto Globe":—"I was never a director in the company," said Sir Frederick in the course of an interview. "I was never asked to become one, and I did not even know the name of the company which has been referred to until I was told that my name was being improperly made use of. I immediately wrote to London, stating that I had no connection with the company. My only knowledge bearing on the subject is that while in England last summer I met two titled gentlemen who are, I believe, directors in the company, and in the course of the conversation something was said in a general way about the company."

Answers to Correspondents.

G. H. (Manchester).—You should hold your Grand Trunks. The financial position in the Dominion is quite sound as you will see from the important review which appears elsewhere.

"COBALT."—The shipments have been much too small to justify advising you to speculate in these shares. The best companies are quoted in our weekly list.

"BUTTER."—Yes, this firm does a large import trade with Canada. The last dividend on the ordinary shares was 10 per cent. We have heard no such rumours.

H. M. (Belgrave Road).—Very full details of these were given in our Investment Number for December A copy can be obtained from the Publisher, price 1s.

A. T. (Godalming).—As soon as the ordinary pay a dividend the bonds should stand at par. This cannot be expected in the immediate future however.

D. G. S.—You are confusing this with a far more reputable coal mining company which has commenced operations in the Nicola Valley. You can risk your money in better things.

W. N. (Brighton).—At the present low quotation of many Canadian industrials by a careful distribution you can get 7 per cent. on your money with very good prospects of substantial capital increase, but you must select wisely.

S. F. (Blackheath).—It does seem rather a heavy registration fee. You could ascertain from a broker in Toronto or Montreal, or through one of the Canadian banks in London, if you would save money by purchasing on the other side.

"ENQUIRER."—Certainly keep your Canadian Bank shares. Your industrials are sound. Without knowing the price you paid we cannot advise regarding an exchange, but there are others which are more likely to rise in price before long.

COBALT SHARES.

"Canada" only quotes the shares of those companies which are regarded as bona-fide mining undertakings. Their appearance in our list does not infer that we regard them as worth buying at the price quoted, but they are to be regarded (subject to weekly revision) as the standard Stocks in Cobalt securities.

The following were the quotations at Toronto on January 16:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Foster-Cobalt Mining Co....	$1,000,000	$1.00	.66	.64
Trethewey	1,000,000	1.00	.55	.52½
Buffalo Mines Co.	900,000	1.00	2.50	1.50
McKinley-Darragh-Savage Mines	2,000,000	1.00	1.10	.82
Cobalt Silver Queen.. ...	1,500,000	1.00	.75	.70
Green-Meehan Mining Co...	1,500,000	1.00	.17	.13
Coniagas	4,000,000	5.00	4.50	4.00
Kerr Lake Mining Co. ...	3,000,000	5.00	3.75	2.95
University Mines	1,000,000	10.00	2.50	1.00
Nipissing Mines Co. ..	6,000,000	5.00	7.37	7.00

CANADIAN RAILWAY REVENUE STATISTICS.

Name of Railway.	Seven Days Ending Jan 27.	Compared with Corresponding Seven Days Last Year.	
		Increase.	Decrease
Canadian Northern.....	$135,700	$63,600	—
Canadian Pacific	$1,055,000	$132,000	—
Grand Trunk	£96,736	—	£14,667
Canada Atlantic.....	£6,017	—	£1,133
Grand Trunk Western	£10,800	—	£1,954
Detroit Grand Haven	£6,455	—	£203
Alberta	$3,573	$703	—
Mexican	$177,500	$17,300	—
Mexican Southern.....	$22,617	—	$3,519

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CANADIAN SECURITIES.

LATEST PRICES IN MONTREAL AND TORONTO.

BANKS.	Paid	Price per Share per $100.*
Bank of Brit. North America ...	£50	145
Bank of Hamilton	$100	190.192
Bank of Montreal	100	238
Bank of New Brunswick ...	100	270.275
Bank of Nova Scotia	100	273.279
Bank of Ottawa...	100	210.214
Bank of Toronto	100	210
Banque d'Hochelaga	100	135.138
Banque Nationale	30	120.125
Canadian Bank of Commerce...	50	162
Dominion Bank...	50	219
Eastern Townships Bank ...	50	150.152
Imperial Bank of Canada ...	100	210
Merchants' Bank of Canada ...	100	156.158
Metropolitan Bank	100	193.196
Molson's Bank	100	198.202½
Quebec Bank	20	119½.125
Royal Bank of Canada... ...	100	217.222
Sovereign Bank of Canada ...	100	99½.100½
Standard Bank of Canada ...	50	217½.218
Traders' Bank of Canada ...	100	123.125
Union Bank of Canada ...	100	120.125
Union Bank of Halifax ...	50	178.182
LOAN COMPANIES.		
Agricultural Savings and Loan	50	121.124
British Columbia Permanent Loan and Savings	100	150
Canada Landed and National Investment	50	116½.122
Canada Permanent Mortgage ...	10	122
Canadian Savings and Loan ...	50	—
Cent. Canada Loan & Savings..	100	160.165
Dom. Savings and Investment	50	70.72
Hamilton Provident and Loan	100	118.120
Huron & Erie Loan & Savings..	50	173.175
Imperial Loan and Investment	100	71.74
Landed Banking and Loan ..	100	121.124
London & Can. Loan & Agency	50	98.100
London Loan	50	116.118
Montreal Loan and Mortgage...	25	140.150
National Trust of Ontario ...	100	148.150
Ontario Loan and Debenture ...	50	128.131
Real Estate Loan and Debenture	40	83.85
Toronto General Trusts ...	100	145.150
Toronto Mortgage	50	103½.105
Toronto Savings and Loan ...	100	110.112
INSURANCE.		
British America	50	95.97
Canada Life	400	167.170
Confederation Life	10	270.280
Imperial Life	45	140.150
Sun Life of Canada	15	413.417
Union Life	100	150.155
Western	20	77.81
RAILWAYS, TRAMWAYS, LIGHT, AND POWER.		
Canadian General Electric ...	100	99½
Consumer's Gas, Toronto ...	50	187
Electric Development of Ontario	100	40
Do 5% Bonds	100	74½
Halifax Electric Tramway ...	100	98
Hamilton Cataract Power, Light, and Traction	100	—
Havana Electric Railway ...	100	25
Do. 6% Preferred... ...	100	67
London Electric...	100	89.90
London Street Railway ...	40	—
Montreal Street Railway ...	50	180
do. do. 4% Bonds	100	98.100
Ottawa Electric Railway ...	100	—
St. John Railway	100	—
Toronto Electric Light... ...	100	115
Toronto Railway	100	96
Trinidad Railway	100	75.77
Twin City Rapid Transit ...	100	86.87
Winnipeg Electric St. Railway	100	140

MINING SHARES QUOTED ON THE LONDON MARKET.

B.C. Development	1	⅛	1
Le Roi	5	⅜	⅞
Le Roi No 2	5	1¼	1⅜
New Nimrod	1	—	—
Tyee Copper	1	1/16	1/16
Ymir...	1	—	—
Casey Cobalt	1	1/16	1/16
Cobalt Townsite Silver... ...	1	⅛	¾

* In Canada to facilitate business the actual denomination of securities is generally ignored and stocks and shares are quoted at so much % on an assumed par value of $100.

IRON, COAL, AND STEEL, &c.	Paid.	Price per Share per $100.*
Cariboo Hydraulic Mining ..	1	—
Consolidated Mines	100	95.100
Crow's Nest Pass Coal	100	275
Dominion Coal	100	40
Do. 7% Preferred	100	89½.92
Do. 5% Bonds	100	92
Dominion Iron and Steel ...	100	13
Do. 7% Preferred	100	51
Do. 5% Bonds	100	71
Intercolonial Coal Mining ...	100	88.90
Do. 7% Preferred	100	—
Montreal Steel Works	100	80.85
Do. 7% Preferred	100	92.94
Nova Scotia Steel and Coal ...	100	58½
Do. 8% Preferred	100	108.110
Do. 6% Bonds	100	98½.101
MISCELLANEOUS.		
Bell Telephone	100	130
Do. 5% Bonds	100	103.105
Canada North-West Land ...	25	450
Do. 6% Preferred	60	—
Canadian Coloured Cotton Mills	100	49.53
Do. 6% Bonds	100	96.100
Canadian Salt 7% Preferred ...	100	—
Dominion Telegraph	50	112.115
Dominion Textile 7% Preference	—	79.80½
Do. 6% Bonds, Series "A"	—	82½.90
Dunlop Tyre 7% Preference ...	100	—
Lake of the Woods Milling ...	100	78½
Do. 7% Preferred	100	105
Do. 6% Bonds	100	103
Laurentide Paper	100	92
Do. 7% Preferred	100	106
Do. 6% Bonds	100	104.110
Montreal Cotton	100	108.115
Montreal Telegraph	40	145.148
Niagara Navigation	100	105.106
Northern Navigation	100	88.90
Ogilvie Flour Mills	100	250
Do. 7% Preferred	100	114
Do. 6% Bonds	100	115
Ontario and Qu' Appelle Land...	40	100.105
Richelieu & Ontario Navigation	100	65.66
Rogers, W. A., 7% Preferred ...	100	—
St. Lawrence & Chicago Navigation	100	113.115

*CANADIAN SOUTH AMERICAN SECURITIES.

	Paid.	Prices.
Havana Electric Railway 5% Bonds	$1,000	83.87 nom.
Mexican Light and Power 5% Bonds	$500	88.89
Do. do. Shares	$100	50.51
Mexican Electric Light 5% Bonds	$500	77.78% xd
Mexico Tramways 5% Bonds ..	$500	84½.85½%
Do. do. Shares...	£100	76.79
Port of Para 5% Bonds ...	£100	82.84xd
Rio de Janeiro Tram, Light and Power 5% Bonds ...	$500	78.79xd
Do. do. do. Shares	£100	35.36
Sao Paulo Tram, Light and Power 5% Bonds	$500	93.94%
Do. do. do. Shares	£100	117.120xd

*As supplied by Messrs. Dunn, Fischer & Co., 41, Threadneedle Street, E.C.

A Banker's Compliment to Canada.—Mr. J. Spencer Phillips, in his annual address to the shareholders of Lloyd's Bank at the Grand Hotel, Birmingham, on Friday last, spoke very strongly with regard to American Financial methods, after which he said: "Before I leave this topic I should like to congratulate our Canadian friends upon the success with which their banks have withstood what must have been a considerable strain, situated as they are so near the storm centre. We have many friends in Canada banking, municipal, business, and private, and are very ready to cultivate closer connections as occasion offers.

Credit - Foncier, Franco - Canadien.—The necessary resolution was recently passed authorising an increase in the capital of this institution from $25,000,000 to $40,000,000 by the creation of 30,000 new shares of 500 fr. each.

Public Notice.

THE CANADIAN BANK OF COMMERCE.

Notice is hereby given that a Dividend (the 84th) has been declared at the Head Office, Toronto, at the rate of 8 per cent. per annum, for the three months ending 29th February, 1908. The Transfer Books will be closed from the 15th to the 29th February, 1908, both days inclusive.

S. CAMERON ALEXANDER,
London Manager.
2, Lombard Street, London, E.C.
24th January, 1908.

THE MERCHANTS' BANK OF CANADA.

The half-yearly statement of the Merchants' Bank of Canada which appears on page 112 was fully commented upon in our issue of January 4. This institution is doing a growing business with British banks, and its conservative policy has been fully justified by results. As will be noticed elsewhere the Merchants' Bank has assisted in the winding-up of the Sovereign Bank by taking over three of its branches.

NEW BANK BRANCHES.

In December Canadian banks opened the following branches:—

Bank of Nova Scotia—Barrie: manager, Mr. G. A. Miller; Welland: manager, Mr. P. A. Rowley.

Imperial Bank—Marshville, sub-agency to Port Colborne. Port Robinson, sub-agency to Welland.

Traders Bank—Campbellford, sub-agency to Port Hope.

The following have been closed:—

Traders Bank—Sub-agency, Garden Hill.

Bank of Nova Scotia—Loggieville, N.B., and St. Mary's Ferry, N.B.

White Pass and Yukon Railway.—The receipts for the week ending January 7 were $2,250.

Quebec and Lake St. John.—During the month of December the receipts of the Railway were $58,375, an increase of $6,110 over the corresponding month of 1906.

Montreal Street Railway.—The Bank of Montreal will pay, on and after February 1, the coupons due on the Montreal Street Railway 4½ per cent. debenture loan for £140,000.

Canadian Bank of Commerce.—The London office has received cable advice from Toronto that the board have declared a dividend at the rate of 8 per cent. per annum for three months to February 29th. The transfer books will be closed from February 15 to 29 inclusive.

St. John (N.B.) Seeking a Loan.—It is reported that St. John is about to take the necessary steps to raise a loan of $325,000 for ten years at 5 per cent. interest. The money is required for capital expenditure, and it is thought that it may be possible to borrow it in London.

Southern Alberta Land Co.—A circular, dated 23rd inst., has been issued stating that on the recommendation of the company's chief engineer, the board had decided to adopt a pumping plant by which the water will be raised from the South Saskatchewan River into natural reservoirs, a height of 320 ft., and thence distributed by irrigation canals over the company's estate. By this plan it is anticipated that a large saving, both as regards initial cost and future maintenance, can be effected. The board had been advised by a firm of eminent English engineers that the scheme involves no engineering difficulties whatever, provided the necessary fuel can be obtained at reasonable cost. It is satisfactory, therefore, to be able to report that a valuable discovery of natural gas has been made within the last few days in the immediate vicinity of the site selected for the pumping station. The board regret that owing to the exceptionally severe weather in the North-West last winter the loss of cattle was heavy, especially during the months of April and May, but, in Mr. McGregor's opinion, the loss should be fully made up by the appreciation of the company's other assets. Mr. McGregor reports that he has already received an offer of $20 per acre for 1,200 acres of the company's land. It may therefore be confidently anticipated that high prices will be realised when the irrigation scheme is completed.

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The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $5,000,000 (£1,027,397).**

President—B. E. WALKER. **HEAD OFFICE—TORONTO** General Manager—ALEX. LAIRD.

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook	Kamloops	New Westminster	Vancouver (3 offices)
Creston	Ladysmith	Penticton	Victoria
Dawson	Mission City	Prince Rupert	White Horse
Fernie	Nanaimo	Princeton	
Greenwood	Nelson		

WESTERN PROVINCES

Bawlf	Hardisty	Melfort	Saskatoon
Brandon	High River	Moose Jaw	Stavely
Calgary	Humboldt	Moosomin	Stony Plain
Canora	Innisfail	Nanton	Strathcona
Carman	Innisfree	Neepawa	Swan River
Claresholm	Kamsack	Nokomis	Treherne
Crossfield	Kenville	N'th Battleford	Vegreville
Dauphin	Kinistino	Norwood	Vermilion
Drinkwater	Langham	Pincher Creek	Vonda
Durban	Lanigan	Ponoka	Wadena
Edmonton	Lashburn	Portage la Prairie	Watson
Elgin	Leavings	Prince Albert	Wetaskiwin
Elkhorn	Lethbridge	Radisson	Weyburn
Gilbert Plains	Lloydminster	Red Deer	Winnipeg (8 offices)
Gleichen	Macleod	Regina	Yellowgrass
Grandview	Medicine Hat		

ONTARIO AND QUEBEC

Ayr	Fort Frances	Ottawa (2 offices)	Simcoe
Barrie	Fort William	Paris	Stratford
Belleville	Galt	Parkhill	Strathroy
Berlin	Goderich	Parry Sound	Toronto (10 offices)
Blenheim	Guelph	Peterboro'	Toronto Junction
Brantford	Hamilton	Port Arthur	Walkerton
Cayuga	Kingston	Port Perry	Walkerville
Chatham	Latchford	Quebec	Waterloo
Cobalt	Lindsay	Rainy River	Wiarton
Collingwood	London	St. Catharines	Windsor
De Lorimier	Montreal (2 offices)	Sarnia	Wingham
Dresden	Orangeville	Sault Ste. Marie	Woodstock
Dundas		Seaforth	
Dunnville			

MARITIME PROVINCES

Alberton	Charlottetown	Parrsboro'	Summerside
Amherst	Halifax	St. John	Sydney, C.B.
Antigonish	Middleton	Shelburne	Truro
Barrington	Montague	Souris	Windsor
Bridgewater	New Glasgow	Springhill	

IN THE UNITED STATES

New York Portland, Ore. San Francisco (2 offices) Seattle Skagway

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. S. CAMERON ALEXANDER, *Manager.*

Agents in Scotland—**Bank of Scotland.** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the North-West Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 460,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.

A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL

H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.	Halifax, N.S.	Quebec, Que.
Ashcroft, B.C.	Hamilton, Ont.	Reston, Man.
Battleford, Sask.	,, Barton St.	Rossland, B.C.
Belmont, Man.	,, Victoria Ave.	Rosthern, Sask.
Bobcaygeon, Ont.	Hedley, B.C.	St. John, N.B.
Brandon, Man.	Kaslo, B.C.	,, Union St.
Brantford, Ont.	Kingston, Ont.	Toronto, Ont.
Cainsville, Ont.	Levis, P.Q.	,, King and Dufferin Sts.
Calgary, Alta.	London, Ont.	,, Bloor St. and Lansdowne Ave.
Campbellford, Ont.	,, Market Square.	Toronto Jct., Ont.
Darlingford, Man.	,, Hamilton Road.	Trail, B.C.
Davidson, Sask.	Longueuil, P.Q.	Vancouver, B.C.
Dawson, Yukon Dist.	Midland, Ont.	Victoria, B.C.
Duck Lake, Sask.	Montreal, P.Q.	Weston, Ont.
Duncans, B.C.	,, St. Catherine St.	Winnipeg, Man.
Estevan, Sask.	N. Vancouver, B.C.	Yorkton, Sask.
Fenelon Falls, Ont.	North Battleford, Sask.	
Fredericton, N.B.	Oak River, Man.	
Greenwood, B.C.	Ottawa, Ont.	

AGENCIES IN THE UNITED STATES.

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	**$3,800,000**
Reserve Fund and Undivided Profits.	**5,000,000**
Deposits by the Public	**34,000,000**
Total Assets	**48,000,000**

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:

NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and **Commercial Letters** of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*

H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

IMPERIAL BANK OF CANADA.

Capital Authorised	**$10,000,000.00**
Capital Paid Up	**4,860,306.80**
Rest	**4,860,306.81**

Head Office ... ... **TORONTO.**

Branches in the Provinces of ONTARIO, MANITOBA, SASKATCHEWAN, ALBERTA, and BRITISH COLUMBIA.

Moneys received for transfer to **CANADA,** and Drafts and Letters of Credit issued. In England by **Lloyd's Bank, Limited,** and in Scotland by the **Commercial Bank of Scotland, Limited,** at their Head Office and all Branches.

Special attention given to Canadian Collections forwarded either direct to the Head Office in Toronto, to the Branch in Montreal, . . . or through its Agents in England and Scotland. . . .

A GENERAL BANKING BUSINESS TRANSACTED THROUGHOUT THE DOMINION OF CANADA.

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BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,260,274 Sterling. Undivided Profits, £86,854 0 0

BOARD OF DIRECTORS.

Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., *Honorary President.*
Hon. Sir GEO. A. DRUMMOND, K.C.M.G., *President.*
E. S. CLOUSTON, Esq., *Vice-President.*

A. T. PATERSON, Esq. E. B. GREENSHIELDS, Esq. Sir WILLIAM C. MACDONALD.
R. B. ANGUS, Esq. JAMES ROSS, Esq. Sir R. G. REID. Hon. ROBERT MACKAY.

HEAD OFFICE, MONTREAL - - - E. S. CLOUSTON, *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont.
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S.
Chatham, N B.
Chatham, Ont.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Chilliwack, B.C.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B
Guelph, Ont.
HALIFAX, N.S
and Sub-Branch,
,, North End.
HAMILTON, Ont.
and Sub-Branch,
HAMILTON, Ont.
,, Sherman Avenue.
Hartland, N.B.
Holstein. Ont.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lake Megantic, Que.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Mahone Bay, N.S.
Millbrook. Ont.
Moncton, N.B.
MONTREAL, Que.,
and Sub-Branches.
Hochelaga.
,, Papineau Avenue.
Point St. Charles.
MONTREAL, Que.
,, St. Catherine St.
,, St. Henri.
,, Seigneurs Street.
,, Westmount.
,, S. Anne de Bellevue
,, West End
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
OTTAWA, Ont.,
and Sub-Branches.
,, Bank St. and Hull.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Port Arthur, Ont.
Portage La Prairie, Man.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC,
and Sub-Branches.
,, 125, St. Peter St.
,, Upper Town.
Raymond, Alta.
Regina, Sask.
Rossland, B.C.
Rosenfeld, Man.
St. John, N.B.
S. Mary's, Ont.
Sarnia, Ont.
Saskatoon.
Sawyerville, Que.
Shediac, N.B.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
TORONTO, Ont.,
and Sub-Branches.
,, Carlton and
Yonge Streets.
,, Queen and Portland Streets.
,, Richmond Street.
,, Wellington Street.
,, Yonge Street.
Trenton, Ont.
Tweed, Ont.
Vancouver, B.C.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
WINNIPEG, Man.,
and Sub-Branches.
,, Fort Rouge.
,, Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland
Birchy Cove.
St. John's.

In United States.
NEW YORK,
31, Pine Street.
CHICAGO,
Cor: La Salle and Monroe Street.
SPOKANE,
State of Washington

In Mexico.
CITY OF MEXICO.

Correspondence in United States.

Boston—Merchants National Bank—J. B. Moors & Co.
Buffalo—The Marine Bank.
New Orleans—Whitney Central National Bank.
Philadelphia—Bank of North America.
San Francisco—First National Bank of San Francisco.

LONDON OFFICE - - - - - 46 and 47, THREADNEEDLE STREET, E.C.

London Committee:—Rt. Hon. Lord STRATHCONA and MOUNT ROYAL, G.C.M.G., THOMAS SKINNER, Esq., and ALEX. LANG, Esq.
FREDK. W. TAYLOR, *Manager.* H. HAYLOCK, *Assistant Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE
MOLSONS BANK.

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Granton
Hamilton
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Hespeler
Ingersoll
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Lansdowne
Leamington
Little Current
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Meaford
Mildmay
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Napanee
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Ottawa
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Perth
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Renfrew
Stratford
St. George
St. Thomas
Tara
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Quebec

Montreal (Head Office) St. James St.
,, 1255 St. Catherine St. E.
,, 310 St. Catherine St. W.
,, 1330 St. Lawrence Boul.
,, Town of St. Louis
Beauharnois
Lachine
Quebec
,, St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Jerome
St. Johns
St. Jovite

Manitoba

Brandon
Carberry
Gladstone
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Morris
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INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 119 Branches of THE MERCHANTS' BANK OF CANADA.

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Banking, Insurance and Finance.

A Quinquennial Analysis of Canadian Prices. In our Investment Supplement last week we published some interesting statistics showing the highest and lowest prices of all the principal Canadian securities during 1907, the closing quotations at the end of 1907 and 1906 respectively, and the net changes. We also dealt fully with the enormous capital fluctuations entailed by the wide variations incidental to an abnormal period, and pointed out that it may be many years before such another opportunity is presented to the home investor of purchasing first-class Canadian securities at bargain prices. To give point to those remarks we have this week analysed the movements in the prices of a group of representative issues over a period of five years—1903 to 1907. We have taken the average nominal valuation of the stocks dealt with at 100. During this quinquennium the highest annual valuation of these stocks has varied between 146⅝ in 1904 and 161 in 1906, the average for the period being 152⅞. The extremes in the opposite direction fluctuated between 113¾—last year's figure—and 138⅝ for the preceding year, the average for the five years being 124¼. Interesting, however, as are highest and lowest fluctuations from a market point of view, it is the mean valuations alone which can be relied upon as an index to the trend of values in any particular section of that market. For the quinquennial period selected for the comparison, the group of stocks dealt with, after a temporary set-back in 1904, recovered to a pronounced extent in the following year, and were at their apex in 1906, when the average mean stood at 149¾, dropping in 1907 to 130¾, the lowest point reached in the five years, and some 8 points under the average mean recorded from 1903 to 1907—viz., 138½.

* * *

The Value of Index Statistics. The value of index statistics of this kind lies, of course, in the assistance they afford to investors in deciding as to whether stocks generally are relatively high or low. The present average market valuation of the group of stocks included in our calculations, although rather above the lowest of 1907, at 120½, is still 10 points under the mean of that year, and as much as 18 points below the average mean for the quinquennium; whilst the margin between this figure and the high-water mark of 1906—161—is no less than 40 points. In other words, the investor can feel sure that the present level of quotations current in Canada affords the maximum prospect of improvement in capital value with the minimum of risk. It must be distinctly understood in this connection that we are not dealing with individual stocks, but with the general trend of the market—over a period of years. Particular securities are, of course, actuated by specific factors. The stocks dealt with in our calculations have, however, been selected for their representative character, and include banks, railways, street railroads, navigation, mining, manufacturing, land mortgage, and general industrial concerns, and from year to year move more or less in harmony. If an investor was assured that a high-class security which had suffered from purely adverse market circumstances in no way whatever connected with its intrinsic worth was procurable at 120½ at the present time, that it had never been under 113⅞ in a period of five years, that it had been as high as 161, and that its average mean valuation during the quinquennium was 138½, he would feel pretty safe in putting his money into such an attractive medium. That is just the position of the Canadian stock markets at the present time, and it is because we feel that the home investor has an unprecedented opportunity of buying sovereigns at a substantial discount that we have taken the trouble to analyse the quinquennial record of a group of Canadian securities which are in the highest degree representative, and the fluctuations in which may be relied upon to afford a trustworthy index of the Canadian market as a whole.

* * *

The Home Investors' Opportunity in Canada. That the present is an opportune moment for the investment of funds in Canadian investments has been persistently stated both by our special correspondents at Montreal and Toronto, and also in the financial pages of *Canada*. As, with the release of dividend moneys incidental to this season of the year, many investors may be considering the advisability of purchasing Canadian securities, we have compiled a list which may suit their requirements. Whilst not unmindful of the natural desire to obtain a reasonable rate of interest on the funds employed, we have especially aimed at selecting stocks which are likely to rapidly reflect the improvement in market conditions, which it is freely predicted by well-informed financiers both in Canada and in this country will be experienced during the present year. That Canadian securities now stand at very attractive levels as compared with the extremes marked during the past five years we show elsewhere. Amongst the banks, the shares of the Bank of Montreal at 240 can be bought to pay about 4 3-16 per cent.; in 1903 the price was 280. Canadian bank of Commerce at 161 yield nearly 5 per cent., and were at 190 in 1906. Street Railways also offer attractions worth considering. The shares of the Montreal Company at 180 yield over 5½ per cent., and in 1903 were exactly 100 points above their present price. Toronto Railway stock at 98 gives 6⅛ per cent., and so recently as 1906 stood at 126. Consumers' Gas is a company which is regarded as likely to be in the forefront of the expected recovery in market conditions. This stock can be purchased at about 185, at which price it yields over 5⅜ per cent.; in 1904 it was dealt in up to 220. Canadian General Electric was amongst the stocks which were banged for no rhyme or reason last year. It has excellent prospects, is doing a splendid business, and at the present price of about par shows the high yield of 10 per cent.; in 1903 this stock stood at 215, so that there is ample scope for an improvement in capital value here.

* * *

Stocks Still Obtainable at Bargain Prices. The Toronto Electric Company is now in the throes of a struggle with the City Council; but, even if Toronto should be insane enough to set up a competitive system, the company would be able to hold its own, and 117 allows a wide margin for such a contingency, at which price the return is nearly 7 per cent., whilst in 1906 the price reached 171. One of the soundest industries of the country is flour milling, and Ogilvies Preferred at 114 are a sound security, yielding 6⅛ per cent.; in 1905 the quotation was not regarded as unduly excessive at 15 or 20 points higher than this. Amongst the land mortgage companies, Canada Permanent occupies a high position, and although the range of fluctuations is less wide in the stock of this company than in some of the others named above, the present quotation is 12 points below the highest price recorded in 1905—132—and the yield works out at a small fraction under 5 per cent. Laurentide Paper and Pulp is another company with large possibilities and its common stock at a little over 90 gives about 6½ per cent., whilst this quotation compares with 107 so recently as 1906. Montreal Telegraph can be purchased to show a return of nearly 5½ per cent., whilst the present price is some 20 points below the best of 1906—viz., 171. One might go on indefinitely, but enough has been shown to prove our contention that those who purchase now get in on exceptionally favourable terms from every point of view, for, in addition to securing high-class stocks yielding relatively high returns upon their capital—the average return upon the stocks cited is rather better than 6 per cent.—they should derive substantial advantage from a capital point of view when prices commence the upward reaction in earnest. Although there may be a little marking time, the trade of the Dominion is really quite healthy, and practically unaffected by developments in the United States, whilst the improvement in the financial situation will undoubtedly have a marked reflex action both at Montreal and Toronto. It should be noted that our calculations as to interest yields are based on the last annual dividends reported by the respective companies. The stocks of the railway companies have not been included in this selection because their merits are already pretty generally understood by investments in this country.

* * *

Breaking away from old Traditions. When a few weeks ago we commented on the growing disposition of life insurance companies in this country to offer more liberal terms to insurers, and noted the efforts of a well-known Colonial office to break away from old traditions, we offered the opinion that this step would be quickly followed by other companies. As we write we have before us particulars of a new policy issued by one of the oldest and one of the strongest life offices in the kingdom, which is aptly called "The Twentieth Century Option Policy." This is one of the most interesting policies we have ever examined. Primarily, it is intended to meet the uncertainties of investments. The company guarantees a cash value irrespective of market fluctuations, and also undertakes the payment of a guaranteed income to the beneficiaries of the insured, a very valuable privilege where trustees are not appointed, and even worthy of the consideration of the latter where they exist, and the terms of the deed does not preclude them adopting such a course. For a guaranteed non-fluctuating income on a large portion probably of the trust fund would relieve them of much responsibility and trouble. This policy offers liberal options to meet possible changes in the financial position of the policy-holder, making it the equivalent of endowment, annuity, or insurance pure and simple. We look for important developments in connection with these efforts to meet changing conditions in the lives of policy-holders, and place a greater number of options at the disposal of those interested when the policies become claims or mature, and it is for this reason that we suggest that the Canadian Parliament will do well to think twice before they impose vexatious legal restrictions on the companies in the matter of the terms of their policies. Standardisation of policies in the ordinary meaning of the term is a reactionary step which is quite opposed to the spirit of the times.

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Weekly Reports from the Mining Districts.

"Canada" is supplied with the most accurate and reliable information from every point of importance in the Canadian Mining Districts by its own Special Correspondents.

Mining Reports.

COBALT.

Shipments during the week ending January 11 were as follows:—

	lbs.
Coniagas	67,020
La Rose	43,800
Nipissing	121,750
Nova Scotia	40,790
Total	273,360

The question of the depth of the rich silver deposits in the Cobalt district has become a subject of such widespread difference of opinion among mining engineers that the Dominion Government has undertaken its solution. A corps of Government engineers has been set to work on a corner of the Gillies Timber limit, the mineral rights of which have been retained by the Government. A shaft was sunk near the Savage claim, and up to the present time a depth of over 700 ft. has been uncovered, and at last reports the vein was gaining in strength and richness as further depth was attained. The reports of the commission have not as yet been made public, but, according to reports received from Toronto, it has been conclusively proved that the silver deposits of the Cobalt region are the result of a great upheaval, the origin of which was several thousand feet below the surface.

It is stated that a big strike has been made on the Columbus mine, at the cross-cut on the second level. The vein is reported to be ten feet in width, of calcite, quartz, and galena, with calcite stringers running all through the vein and solid galena in places, with silver values which should easily make good concentrating ore in endless quantities, with excellent indications of finding good shipping ore. Another good strike is reported at Coniagas of a vein which shows good silver values of calcite several inches in width.

Mr. F. D. McNaughton, an experienced mining man of Nova Scotia, has been appointed superintendent of the Trethewey Mining Company at Cobalt.

In connection with the King Edward Silver Mines Co., the original capital stock of which was 1,200,000 shares, 200,000 shares being in the treasury, it is announced that of the 1,000,000 shares outstanding there have been given up by the original syndicate of promoters 504,000 shares, as the result of a suit begun by Samuel Newhouse, which was compromised by the return of those shares, which have been cancelled, and the payment of $41,000 in cash. This has gone into the treasury of the company, leaving it with ample cash reserves and 496,000 shares outstanding.

ROSSLAND.

Shipments during the week ending January 11 were:—Centre Star, 3,783; Le Roi, 1,821; Le Roi No. 2, 414; total, 6,018 tons.

BOUNDARY.

The Granby mine shipped during the week ending January 11, 12,887 tons.

The first shipment from the Granby mines since the closing on November 11 was made early in the new year, and consisted of 1,000 tons of copper. There is no longer any danger of a coke shortage at the smelter. In another month or so the new installation at the Gold Drop terminal of ore crusher, conveyor, ore bins, etc., will be finished, giving another extensive outlet for the Granby. At the mines of the Granby company things are getting into shape, and the tonnage output will be gradually increased.

The North Star Mining Co. has declared a dividend of 2 cents. a share. The mining operations during the last six months were fairly satisfactory.

SLOCAN-KOOTENAY.

During the week ending January 11 the following shipments were made:—Vancouver, 64; Vancouver, milled, 400; Sullivan, 600; St. Eugene, 554; Whitewater Deep, 69; White water, milled, 140; La Plata, 427; Poorman, milled, 250; Queen, milled, 185; Second Relief, milled, 145; Ferguson, 79; North Star, 33; Rambler Cariboo, 21; Arlington, Slocan, 23; Standard, 24; Arlington, Erie, 43; Montezuma, 24; Nugget, 24; Lone Batchelor, 22; Reco, 20; Ruth, 20; Emerald, 18; Revenue, 15; Silver Cup, 12; Nugget, 4; total, 3,216 tons.

Enlargements in the lead plant at Trail have reached a point which makes it unnecessary for the Consolidated company to make any further shipments of St. Eugene lead concentrates to Europe. In future these concentrates will all be smelted and refined locally.

THE LARDER LAKE DISTRICT.

The sixteenth annual report of the Ontario bureau of mines, which has just been issued, contains a report of the Larder Lake district, based upon field work, by Mr. R. W. Brock. In a paragraph upon the possibilities of the district he says:—"It has not yet been proved that 'run of mine' might be expected from any place. Some of the stringers are quite rich, but they seem to be too small and irregular to be mined by themselves, and it would appear that the whole rock would have to be taken. Over what area such material could profitably be mined and what it would run can only be satisfactorily determined by mill tests. On a few claims very fine samples of free gold nicely disseminated through a considerable extent of rock have been found. Further prospecting may increase the number of gold showings. From the character of the quartz and gold fourteen feet below the surface it looks as if gold might continue to exist in a free state for some depth. Though the stringers with gold are small and irregular, and therefore make a rich workable ore uncertain, there seems to be a reasonable chance that at some point by mining the whole rock, a large tonnage of low grade ore may be developed, with perhaps occasional rich bunches. If further work and mill tests prove this to be the case, a few dollars per ton in easily won gold, as the gold here so far seems to be, would constitute good pay ore."

REPORTED VALUABLE GOLD DEPOSITS.

The discovery is reported of remarkable gold deposits in the district around the confluence of the Finlay and Ingenia Rivers, in North British Columbia. So definite are these reports of mineral wealth that a rush in the direction of the district has began from all parts of the province. The region named lies east of the gold-bearing districts in Alaska, just beyond Peak Mountains, and flanking the imperfectly explored area south of the Turnagain or Black River.

Smelter Receipts.

The amounts of ore received at the smelters during the week ending January 11 were:—

	Tons.
Granby	12,887
Trail	5,693
Le Roi, Northport	1,941
Marysville (estimated)	600

Mining Returns.

Camp Bird.—December return: Mill ran 29 days and crushed 6,996 tons of ore (dry weight), yielding 8,714 oz. of bullion, and approximately 474 tons of concentrates; amounts received from sales of product effected during the month, as follows:—Bullion (including cyanide bullion), $153,631; concentrates (494 tons), $17,749; profit, £22,912.

Crow's Nest Pass Coal Co., Ltd.—The output for the week ending January 10 was 23,399 tons; daily average, 3,900 tons. Week ending January 17, 24,611 tons; daily average, 4,102 tons.

Western Canada Cement and Coal Co., Ltd.—Following cable received:—Exshaw (Alberta) mill is making cement of excellent quality in commercial quantities; three kilns running; 3,000 barrels made. Mill will gradually reach full capacity.

Real Estate Notes.

Montreal.—There were several transactions in real estate during January. In Westmount a prominent corner block of 23,700 feet superficial area changed hands for $59,250. The previously reported sale to the *Montreal Herald* of an important site in Victoria Square was registered. Price $80,000 for 71 ft. x 106 ft. In the Fairmount suburb building lots are selling at 25 cents per square foot. The Sovereign Bank building, one of the principal sites in St. James Street, has been taken over by the Bank of British North America. It cost over $400,000 in 1905, and earns a good dividend from office rents.

An important transfer is that of the Carleton Apartment House to Mr. J. A. Jacobs for $97,500. Superficial area 8,325 square feet, in Sherbrooke Street.

Toronto.—The Canadian Shipbuilding Co. has sold its site in Toronto to Messrs. A. Berg and Sons, who will erect a brick-making plant. The ground covers about 2½ acres, and the price named is $175,000. The Shipbuilding Co. will concentrate its efforts on the works at Bridgeburg, Ontario, where they hold 125 acres. Messrs. Berg will employ over 200 men.

A lot in the principal residential district sold in January for $110 per foot, area 100 ft. x 150 ft.

Edmonton.—The Custom House here collected $265,149 in 1907, as against $155,072 in 1906. Express parcel business also shows a great expansion. These actualities denote the rapid development of the wholesale trade here, and January is showing an improvement over the trading in the last three months.

Nelson.—Fruitvale, fifty miles south of Nelson, where in July last there was not single settler and which in November applied for and got a post office, is now so well settled that a schoolhouse is being completed, with accommodation for fifty pupils. This is only one instance of several showing the manner in which the fruit lands of the Kootenay are being taken up.

Victoria.—The sale of 42 lots, comprising over eight acres, bounded by Queen's Avenue and Blanchard Quadra and Pembroke Streets is reported. Price $32,000.

Mr. Morley, the Mayor, in his report to the City Council, alluded to the scarcity of labour last year as having hindered many contemplated municipal improvements, which, he believes, will be carried out in 1908 more economically. Improved exhibition buildings will be erected, and the City Hall converted into a building more worthy of the capital of the province.

Kettle Valley, B.C.—Among recent sales effected by the Kettle Valley Irrigation Fruit Lands Co., Ltd. of B.C., are 60 acres to Mr. Temple Godman, of England; 18 acres to Colonel Glossop, of England and Vernon, B.C.; 31 acres to Miss Davison, of England; and 31 acres to Mr. J. F. Davison, of England and Vernon, B.C.

Prince Rupert.—The announcement that the Grand Trunk Pacific Railway Co. will at once commence construction from its western seaport has stimulated interest in the real estate outlook. So far, only a few acres have been laid out as building lots, and when it is surveyed for this purposes every fourth block will belong to the province of British Columbia. Pending this survey, the Grand Trunk Pacific, which is the ground landlord, only issued temporary permits, so that permanent buildings are scarce. The Canadian Bank of Commerce owns its own premises, and the Prince Rupert Empire has a location in which some office accommodation has been let. Mr. Wainwright and other prominent Grand Trunk officials are now in consultation with the British Columbia Government at Victoria, and the time is near when active steps will be taken which will enable private enterprise to erect permanent buildings in a town which must inevitably become one of the great seaports on the Pacific Coast, nearer to the far East than is Vancouver.

The Grand Trunk Pacific intends to make Prince Rupert a model city. Messrs. Brett, Hall and Stiles, landscape architects, of Boston, U.S., are reporting on a scheme of development. An up-to-date hotel is being planned for the railway company.

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SPECIAL CANADIAN EDITION.

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SPECIAL INFORMATION FOR CANADIAN BUYERS
REGARDING BRITISH STANDARD MANUFACTURES

Opportunities in the Canadian Market.

SOME POINTS IN THE BOARD OF TRADE REPORT.

THOSE of our readers who take an interest, however slight, in the present trade and the prospects of its expansion between the Mother Country and the Dominion will have perused the summary which we recently published of the first half of the report of Mr. Richard Grigg, the Special Commissioner of the Board of Trade. That portion of his report dealt generally with trade conditions in Canada as he saw them, and contained much shrewd comment and suggestion as to how that trade could be augmented. The second portion of that report dealt in detail with various articles of consumption, and a summary of Mr. Grigg's remarks relating to those consisting of machinery and steel and iron goods appears elsewhere.

It will be seen that, as quoted in the report, large Canadian importers of mining machinery only took six per cent. of their needs from foreign countries while 44 per cent. came from the United Kingdom. Of wire ropes, 55 per cent. came from Britain, the balance being manufactured in Canada. All the brattice cloth used and 95 per cent. of the explosives were of British make. Of screening plants, more than half, and of air-compressors 90 per cent., were from the same source. Figures like these should encourage British manufacturers to appreciate the hints given by Mr. Grigg as to ways and means of not only holding their own but extending their sales of those classes of machinery which the rapid development of the country will increasingly call for. He reminds them of the necessity to quote prices in dollars and cents per ton of 2,000 lb.—not 2.240lb.—and emphasises the fact that the United States standards in threads and gauges must be used. Great opportunities are lost by many British firms who have obtained a foothold not carrying a larger stock, and especially of their failure to provide the means for immediate repairs on the spot; the delay in sending to England to replace broken parts or remedy defects is a fatal handicap favouring the United States manufacturer.

The minor hints to the British manufacturer are as valuable as they are numerous: "Pack small articles in boxes of hundreds and tens, not grosses and dozens," is not the least important of them.

The Motor in Agriculture.

The field for the use of the motor in agricultural work is almost untouched, and here the British manufacturer can start on level terms with all his competitors, besides having the advantage of the tariff preference, which, it may be noted, has been increased in favour of British tubes. The growing popularity of English-made heavy maritime tools our correspondents have frequently alluded to. It is impossible to lay too much stress upon the points quoted as essential to the successful conduct of the campaign by any energetic firm which "intends to make a serious effort to capture the Canadian market: Be careful in selecting practical representatives; establish distributing points; study the appearance and the packing of your goods, and keep your name before the market by advertising with the same patient persistence as does your foreign competitor, who allocates a definite annual sum to the purpose, and is extremely careful to wisely select the advertising mediums he makes use of.

Canada's Future Great Markets.

The moral that we are so continually pointing out, that it is not primarily the Canada of to-day great even as that is—but the Canada of the future, that must be considered, is repeated throughout the report. It was often suggested to Mr. Grigg "that British traders, secure of their vast export trade as a whole, are inclined to look only at the comparatively small dimensions of the Canadian market at present, and, failing to realise the certainty of the rapid development of that market and the enormous volume that the trade of the Dominion will certainly reach, to consider Canadian trade hardly worth the effort necessary to gain the first footing." The confidence with which Canadians regard their country's future finds place in the report, and Mr. Grigg's experience has forced him to much the same conclusions. He points out clearly that the growth of the country will be infinitely more rapid in the future than in the past, and the significance of this view is pointed by a comparison with the wonderful expansion of the United States during the latter part of the last century.

The Necessity for Larger Stocks.

The advantage possessed by the States in their proximity to Canada is not overlooked, but even more stress is laid upon the necessity of adopting the same methods as have assured their present success. Principal among these are the necessity for keeping larger stocks of goods in Canada, suiting those goods exactly to the requirements of the purchaser and the direct employment of reliable representatives possessing skilled and technical knowledge of the goods they wish to sell. Through all classes in Canada Mr. Grigg found that there was a marked desire to purchase British goods whenever possible, but they must be offered the goods that they want and it must be made as convenient to obtain British goods as goods from competitors He states that American and German firms copy samples more carefully than British in the case of hardware, an instance being quoted of a British firm losing trade by "improving" upon a sample sent them. Instances of recovery from such conditions are not wanting, however, and the case of British makers of felt hats, who, "after being much inferior to their American competitors in the Canadian market, have in recent years reversed the position simply by careful attention to Canadian styles," makes it clear that if British traders will only make the necessary effort, and direct that effort by experience gained from personal observation, they can not only recover the lost ground, but in many cases secure for themselves the leading position in the market.

Many Openings for Great Britain.

The whole report confirms our statement that in the friendly markets of Canada there are opportunities for British trade which, if carefully and speedily taken advantage of, will be a source of stability when other markets fail or become hostile, and may in the future easily keep British shops and yards working full time during what might otherwise be long periods of depression. In almost every case where manufacturers have gone to the expense or taken the trouble to personally investigate the prospects in their own lines in the Dominion, they have returned with the same belief in the potential value of the country, and the same realisation of the present value of the opportunity offered them to-day.

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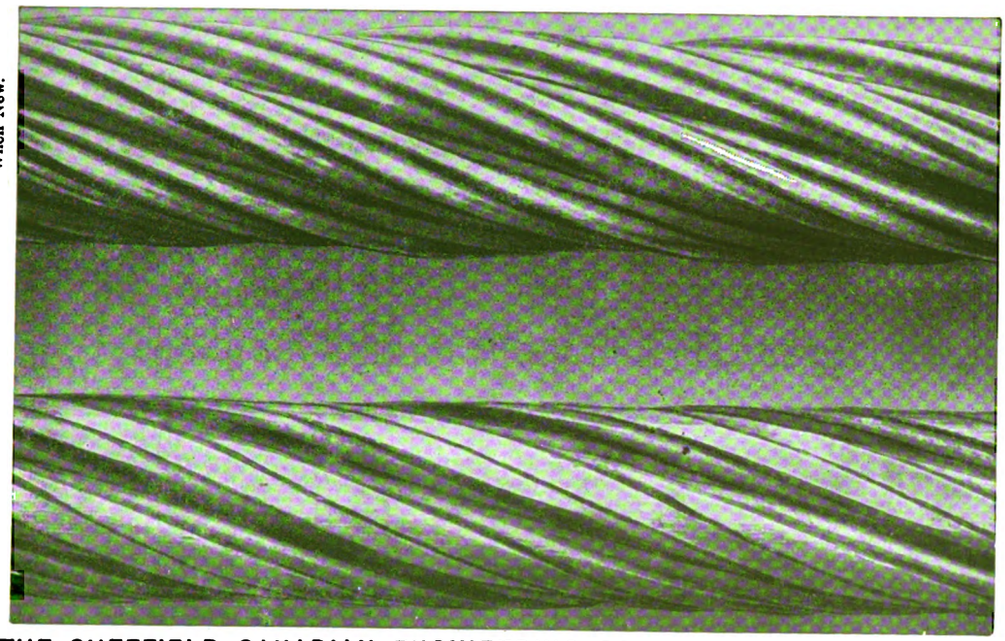
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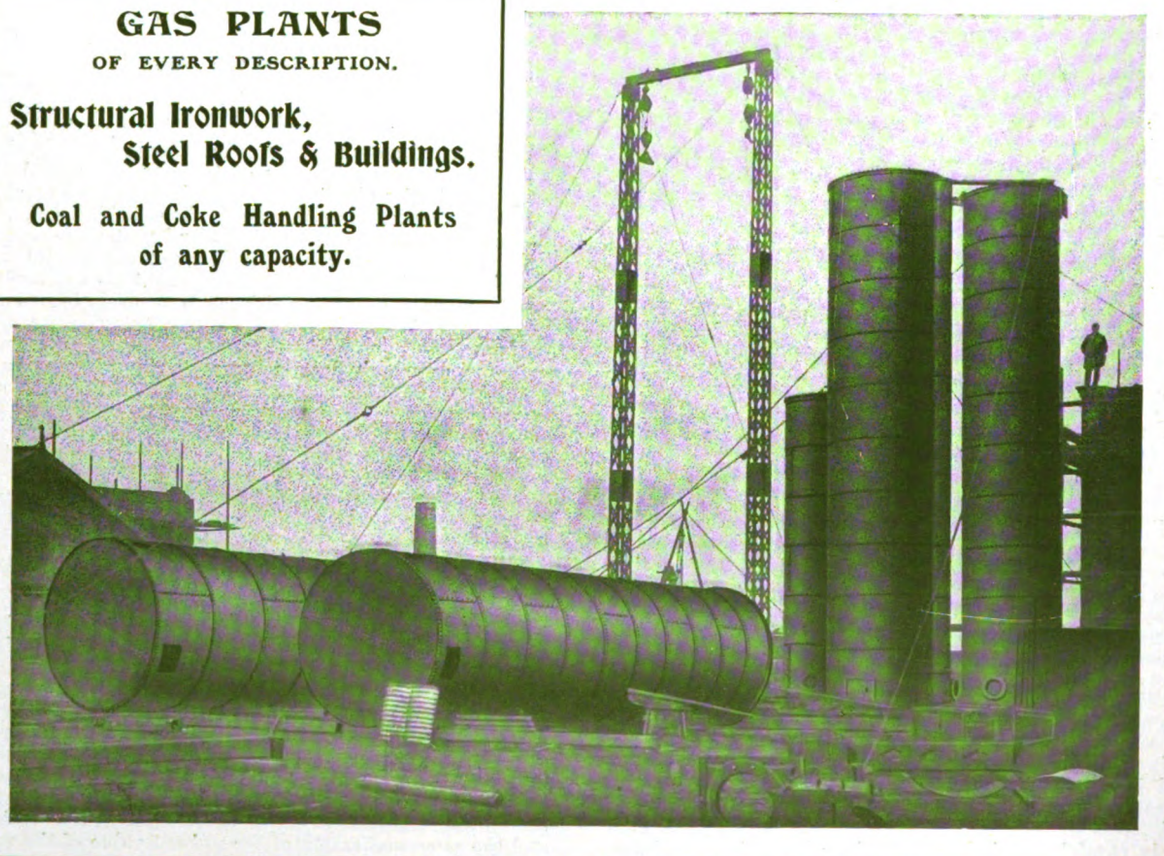
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The Canadian Market for British Iron and Steel.

MANY IMPORTANT OPPORTUNITIES WAITING.

Advice and Suggestions from Mr. R. Grigg.

THE British importer of machinery to Canada will find many pages of Mr. Richard Grigg's report on the conditions and prospects of British trade in Canada to the Advisory Committee of the Board of Trade devoted to the discussion of the markets which exist in the Dominion for the steel and iron productions of the Old Country manufacturer. This portion of the report is full of good advice and interesting suggestions, the proper following out



A TYPE OF THE TRACTION ENGINE USED IN CANADA.

of which will be sure to do much to increase British trade with Canada in the many branches capable of such improvement.

Mr. Grigg shows in the first place that though British imports under the head of metals, minerals, and manufactures thereof amounted in 1906 to some $60,000,000, as compared with $42,000,000 in 1902, and that the United Kingdom and the United States together supplied 95 per cent of the whole of those imports in 1906, yet the share of the former was only 19 per cent., against the 77 per cent. of the States. In this connection he gives a very valuable table showing the total principal imports of metals and manufactures thereof, as well as the amounts from both Great Britain and the United States in the years 1902 and 1906. It is interesting to note that Mr. Grigg's figures coincide in every respect with a specially compiled table showing the imports of dutiable iron and steel into Canada which appeared in our Engineering Supplement of November 16.

Mining Machinery.

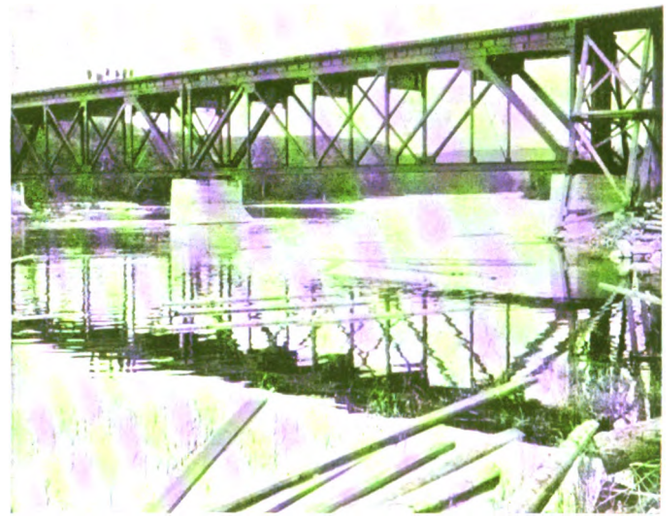
Coming to the discussion of the machinery imports in detail, Mr. Grigg says that the total imports of mining, smelting, and reducing machinery into Canada were, in 1902, $843,905, and in 1906, $868,104; and nearly the whole of these ($791,733 in 1902 and $816,629 in 1906) were drawn from the United States. The conditions of the mining industries throughout Canada, as regards the supply of machinery and other mining necessaries, are practically identical, with the exception that the percentage of goods of United States origin increases as one goes farther west on account both of the shortening of periods of delivery and the decreased transportation charges, as compared with goods of British origin. There is also a considerable Canadian manufacture. The following table shows the origin of the supplies purchased by a large mining company in Nova Scotia in a recent period of 18 months:—

Articles.	From Canada.	From the United Kingdom.	From the United States and Foreign Countries.
	Per cent.	Per cent.	Per cent.
1. Mining machines ...	50	44	6
2. Haulage engines ...	100	—	—
3. Mill engines	100	—	—
4. Locomotives	82	—	18
5. Winding engines ...	83	—	17
6. Boilers	100	—	—
7. Pumps	22	20	58
8. Pipe, wrought Iron ...	38	—	62
9. Rails	48	—	52
10. Wire ropes	45	55	—
11. Brattice cloth	—	100	—
12. Explosives	5	95	—
13. Lubricants	100	—	—
14. Screening plants ...	29	51	20
15. Air compressors ...	10	90	—
Total of above articles	45	39	16

It will be observed that with the exception of mining machines, the first six articles mentioned in the above list are almost entirely of Canadian manufacture. Articles falling under this group which are novel in Canadian mining are still imported from the United Kingdom, as, for example, coal-cutting machines. Wire ropes are bought largely in the United Kingdom owing to their quality, which is superior to that of the wire ropes manufactured in Canada and the States, and with good advertising and prompt despatch of orders this trade should be both held and improved. This is true also of "brattice cloth," on account of the low English prices. Explosives are supplied mainly from England, quality and variety being the determining factors. In "screening plants" and "air compressors," the large British share is due to superiority of manufacture and relative cheapness.

In British Columbia American machinery has a much greater hold than in Nova Scotia. This is said to be due, amongst other things, to the facts that many of the mine and smelter superintendents are men of American training, and as they are familiar with American machinery they naturally favour it; the much shorter time taken in correspondence, in obtaining information, and in negotiating about the purchase and installation of machinery, and also the advantage in time of transportation; the wide circulation of United States mining literature with advertisements of United States machinery, and the small circulation of similar English publications; the frequent visits of travellers representing American and Canadian manufacturing concerns. It is, however, stated that one British firm is working up a good connection through active agents in Montreal. Here Mr. Grigg is emphatic with regard to the sending out of competent salesmen as travellers and agents. "If," he says, "British manufacturers wish to increase their trade with Western Canada, they must send their best salesmen, and particularly those familiar with lines of machinery and supplies that the British companies turn out. The American and Canadian manufacturers have agents who are able to quote exact prices, and to get quickly into close touch with their firms in case of necessity, while an English agent would have to cable to England for his information. Very few of the English firms carry much stock in this country, and, in the event of a breakdown in machinery, it is impossible to get a repair part from England in less than a month."

The Commissioner at this stage comes into conflict with Mr. C. M. Pepper, an American consular official, who compiled a report in 1905 upon the resources and development of Canada for the United States Consular Department. Mr. Pepper in the course of his report said:—"The growing markets of the future are in the North-West. Geographically these are the most inaccessible of all commercial fields for the British manufacturer, whether he seeks to ship by the Atlantic and then three-quarters of the distance across the Continent, or whether he figures that the loss of time and interest by the water route to British Columbia may be compensated in cheaper freights. In the latter case there is still a thousand miles of transportation from the Pacific coast to the heart of the new North-West. The Mississippi Valley has such marked advantages over Great Britain in reaching the new wheat regions, that if it loses any portion of this growing market on account of the preferential tariff, the fault will be due to its own lack of



ONE OF CANADA'S NEWEST BRIDGES.

Steel Bridge over the Dog River on the Lake Superior Branch of the Grand Trunk Pacific Railway.

aggressiveness and its unwillingness to meet the local trade conditions." Mr. Grigg, in combating this sweeping statement, says that, while recognising the important geographical advantage of the United States, he is not prepared to endorse these views, and is of opinion that, provided Great Britain is prepared to devote the necessary attention to the market, a very much better fight for it can be made than Mr Pepper is inclined to admit.

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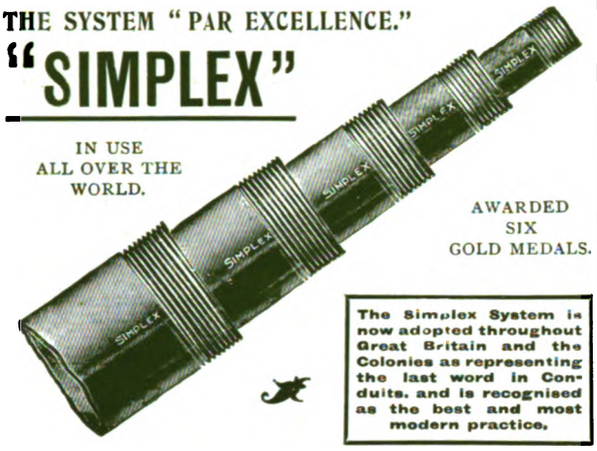
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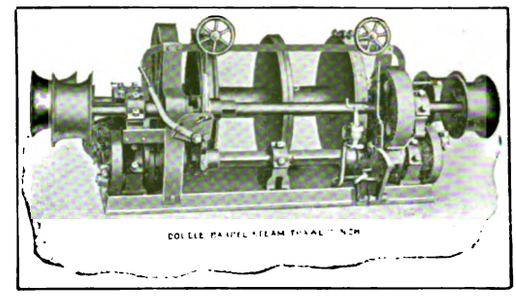
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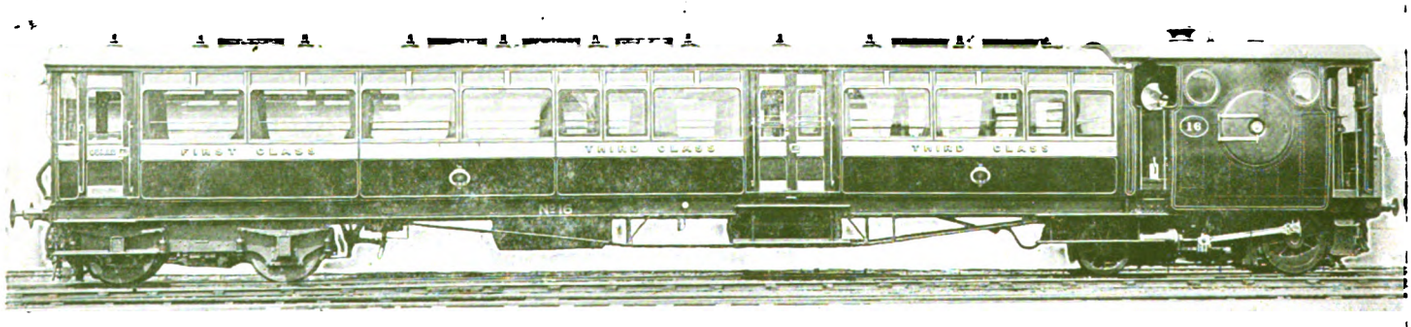


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While engaged upon the discussion of British prospects in connection with mining machinery, the Commissioner quotes at length a letter from an important firm engaged in the sale of mining material in British Columbia. The writer, an educated Englishman of both British and Canadian business experience, whose sympathy is entirely British, discussing the question from the standpoint of a buyer and on the basis of local knowledge, says:—

"Our experience, which has been limited to business in machinery and mining supplies, has brought us to the opinion, which we may say is shared by other British firms engaged in different lines of trade, that the chief needs for the introduction of goods of British manufacture are:—

"(1) That the home firms send out men of ability in each line of trade to make a thorough investigation as to the requirements of the principal distributing centres.

"(2) The establishment of distributing points in the actual centres of consumption, and the consignment to accredited agents there of a sufficient stock of goods to keep the demand completely filled.

"(3) The establishment of local agents, thoroughly posted as to all details relating to the price and delivery of the goods supplied by the home firm.

"(4) Greater care exercised in the putting up of goods, with a view to their arriving in the most convenient form possible.

"(5) A certain amount of steady advertising, in order to keep the name of the maker and the place where the goods can be supplied, locally, before the public.

"It must be remembered not only that prices must be quoted in dollars and cents per ton of 2,000 lbs. and cwt. of 100 lbs., but that all our standards, such as threads and gauges, are those used in the United States, not those used in England, and that taps and dies cannot be procured to repair breakages in machinery built to English standards. The manager who has once had to overhaul an engine so fitted generally pronounces a final condemnation of English goods."

In conclusion this writer makes the following statement, which surely gives all the encouragement the British manufacturer should need:—"There is a large and growing business awaiting those English houses who will show sufficient enterprise to adopt the methods suited to the needs of the country, methods which, in very many instances, may be totally different from those to which they have been accustomed."

Hardware.

The imports in general builders' hardware are again greatly in favour of the States, amounting in 1902 to $593,443 from America, against $58,377 from Great Britain, and in 1906 to $665,990, against $81,046. In this business Mr. Grigg is of opinion that any considerable progress can only be obtained by substantial improvement in British methods. He urges the adoption of the American weights of 2,000 lbs. avoirdupois to the ton instead of 2,240, and 100 lbs. to the cwt. against the British 112 lbs., and of the use of dollars, or both sterling and dollars, in quotations and invoices. He also refers to the noticeable difference between the American and English catalogues; the former giving every detail possible regarding each article catalogued, such as weight, size of article, size of part, weights when packed, and other similar information, whilst the English catalogue, as a rule, is not sufficiently detailed, and too much is left to the imagination of the buyer. There are, however, certain exceptions to this,



A DIFFICULT HAUL.

Carting a section of the flume for the Orillia (Ont.) Power Station at Ragged Rapids from the nearest railway station.

and the firms in question have growing business. There are also complaints as to delay in delivery; it is also alleged that British manufacturers do not adopt the styles wanted, frequently making such mistakes as to make goods solid where hollow-pressed, light, and consequently cheaper goods would do as well.

Among the imports in which Great Britain does fairly well is in stoves, fire-grates, and fenders. It is believed that the imports of fire-grates and fenders could be substantially increased by careful investigation of local conditions on the part of the makers.

A point to which great importance is attached is the packing of goods. In this matter it is said that British makers are careless, and the packing in boxes of edge-tools, for instance, and other similar goods is recommended. An exception to this general rule is found in the case of British taps and British rules, which are well boxed, and are holding the trade, though this is an improvement of quite recent date. Small articles should be packed in hundreds and tens, and not in grosses and dozens.

The Commissioner here again points out that great care should be taken to send out salesmen well acquainted with the details of their different lines, so that the quality of the goods can be clearly explained, as is done by the United States manufacturers. He was also informed that British advertisements were frequently in the wrong papers, and did not reach buyers. More care should be taken in the selection of journals, and the advice of the agents on the spot must be taken on this matter. Complaints were also made that the British exporters did not take sufficient pains to get the

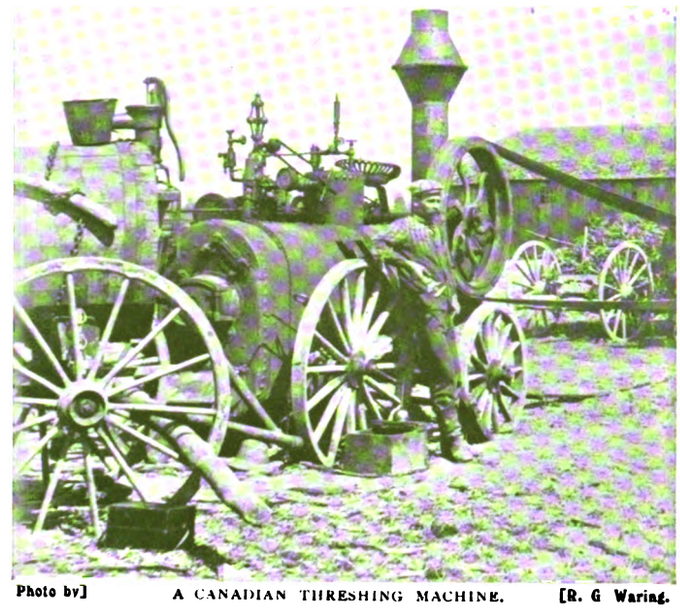


Photo by] A CANADIAN THRESHING MACHINE. [R. G Waring.

best freightage and through rates. The 10 per cent. primage often charged and the charges for bill of lading cause irritation, and thereby prejudiced business.

Tools and Implements.

The majority of this trade is in the hands of the United States manufacturers, who in 1902 sent in $811,434, and in 1906 $1,295,524, against the British makers' $56,249 and $81,300 respectively. The explanation given by the buyers is that generally it is not a question of price, but of inability and unwillingness on the part of the British makers to adapt their goods to the requirements of the market. At the present time, British makers are beginning to put chisels such as are required on the market, but their prices are too high.

Of British tools as a whole the principal comment appears to be that their quality is good but that they are too heavy; though it is believed that if the British makers would copy American patterns, and produce goods which have been found suitable to the Canadian market, a large trade could be done. Moreover, the criticisms which have already been made in regard to the packing of hardware generally apply with equal force to this particular branch of trade.

Cutlery.

This is one of the lines in which British importers are doing well, as will be shown in the following table:—

Country.	1902	1906
	$	$
United Kingdom	295,033	419,203
United States	88,587	145,998
Germany	141,472	163,181

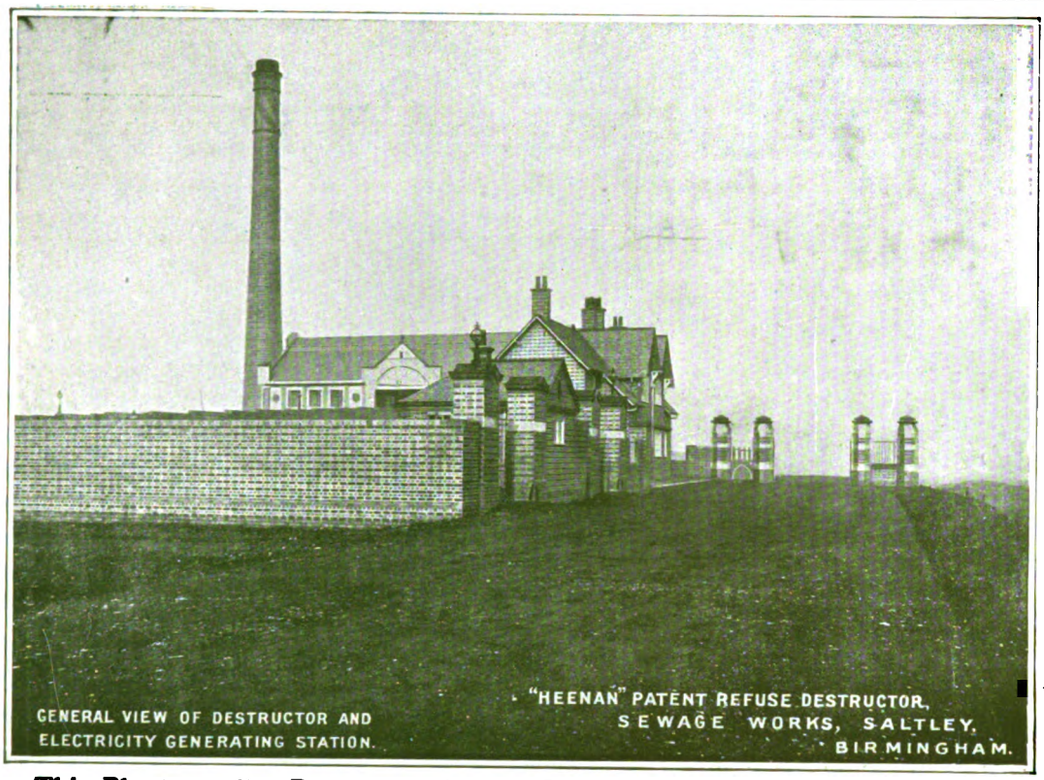
It is suggested in connection with this trade that larger stocks should be kept in the Dominion and more adaptability to the demands of the market should be shown.

Structural Iron and Steel.

Structural iron and steel is purchased chiefly from the United States, owing to the facts that architects for structural steel and other work are accustomed to the American standards, and the British manufacturers decline to quote on American specifications, although British standards do not meet Canadian requirements. This is a point which is constantly emphasised—that the uniformity between Canada and the United States in this respect gives a substantial advantage to the United States manufacturers when competing with British in the Canadian markets. British forged steel is reported to be better than the Pittsburg product and lasts longer; but, nevertheless, the United States travellers can sell the Pittsburg forged steel at prices equal to the British, and often higher, by sheer pressure and personal effort, and because of quicker delivery.

In the case of track bolts and fish-plates it is said that the advantage in price lies with the United Kingdom. With reference to plates for fire boxes and tank plates, one large firm stated that they could not be obtained of the requisite size and thickness from

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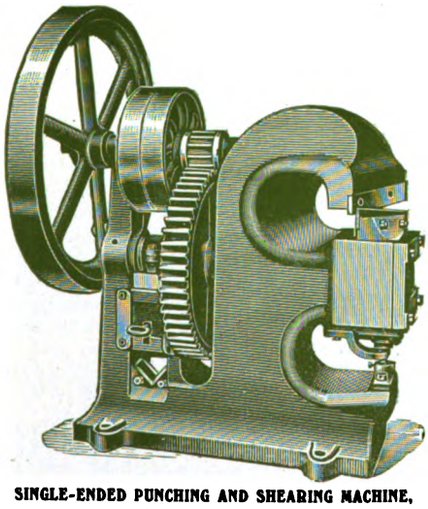
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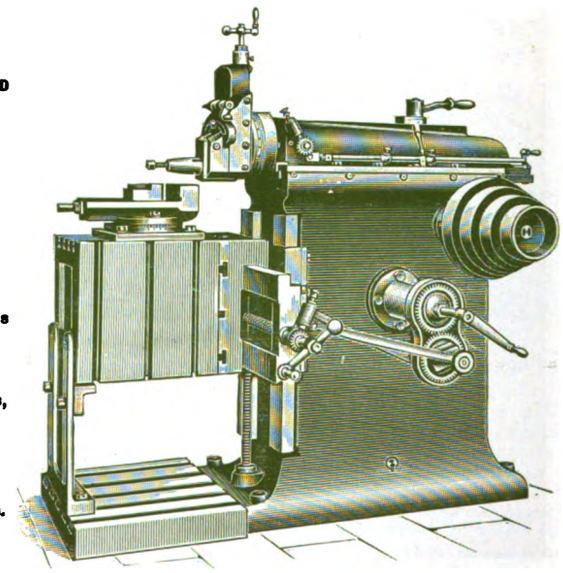
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the United Kingdom recently, and that British prices for plates are too high to render business possible. Heavy machine tools (such as wheel lathes, car-wheel borers, axle lathes, etc.) are obtained in part from the United Kingdom, the quality being good and the prices comparing favourably with American.

With respect to rails, it is stated that were it not for the dumping clause the United States supply would swamp the Canadian market.

The United States agents are more persistent and aggressive in selling railway material as a whole, and are generally practical men who can go into the workshop and can show workmen how to deal with any materials or tools that they sell. The paying of more attention by British manufacturers to the exhibition of machinery and appliances at such Conventions as those of the Master Mechanics at Atlantic City, U.S.A., in June, 1907, and of the Master Car Builders during the same month, both of which exercise an important influence upon the Canadian purchasers, is urgently recommended.

In regard to plates generally, buyers urge that British makers, in order to obtain a larger share of the trade, must adopt United States methods, roll more true to gauge, and to a large extent abandon their extra list. United States methods as regards rolling and shearing are said to be more exact and reliable. In summer, Glasgow can send to Montreal at 12 cents per 100 lbs. freight, against 20 cents from Pittsburg, and has also the advantage of the preferential duty.

The British imports of galvanised iron goods in 1902 was $1,023,678, which rose to $1,194,340 in 1906. The United States imports in 1902 were $188,975, and in 1906 $606,254. The British preponderance thus seems to be maintained, but American products are now largely in demand in the West, owing to the facility of quick shipment.

Large Market for Tubes.

Mr. Grigg states that there is a large market for tubes for heating purposes (owing to climatic conditions), 7 feet of 1-inch pipe being required for every 100 cubic feet of space, and larger sizes for risers and mains. All iron pipe for this market must conform to United States standards in size and pitch of thread and weight per foot. It is important to notice that under the new Tariff the preference on British tubes of all kinds has been increased.

Locomotives.

Though there is little likelihood of the British being able to do very much in this market, partly on geographical grounds, Mr. Grigg says that it is thought on the whole that if the British makers could overcome the question of freight, they might obtain orders in competition with the United States. Discussing the demand for agricultural machinery, Mr. Grigg says that there does not appear to be any prospect for the development of the trade of British makers in this direction, except possibly in the matter of steam or motor ploughs. As farming develops in the North-West, a larger number of steam or motor ploughs will probably be required, and in regard to these the British maker ought to be in a position to compete.

Automobiles and Motor Boats.

Canada has now four automobile works turning out cars, while she obtains large numbers from the States, whose 1906 imports in this direction were valued at $489,048, against Great Britain's $119,630. It is stated that the British car does not possess so stylish a body as a car of equal price from the States. The Commissioner is informed that while the United States maker allows to agents a discount of from 20 to 30 per cent., the British discount is generally only 10 to 15 per cent., and agents say it is not worth while to work at such low rates. Moreover, British firms require, as a rule, one-third deposit with a Canadian order, while United States firms ask only 10 per cent., and sellers say that an agency cannot keep in hand funds sufficiently large to pay a big deposit. It would doubtless be to the advantage of British makers to examine carefully the field and its particular requirements, as a large and increasing number of automobiles are seen in the principal towns, and the growing wealth of the Dominion is certain to lead to a much enlarged demand. There is no demand for tricars or motor-bicycles.

There is, however, an increasing demand for motor-boats for holiday use on the great rivers and beautiful lakes of Canada. The most readily saleable boats are 18, 22, and 25 feet, but there is considerable demand for a specially designed boat to suit the requirements of wealthy merchants at their summer homes.

The British import trade in bicycles is on the upward move, but the Candian prefers a cheap, light machine, such as is built in America. The British type is not popular, being considered too heavy.

Cement.

Mr. Grigg, in dealing with this product, says that although the Canadian demand must continue for a long time to increase, yet the growth of the home manufacture is so rapid that there is not likely to be opportunity for any great development of British trade in this direction.

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"British manufacturers will find much valuable information in a Blue-book issued by the Board of Trade. The book consists of a comprehensive report written by Mr. R. Grigg, Special Commissioner to the Advisory Committee of the Board of Trade on Commercial Intelligence."—*Daily Mirror.*

"Mr. R. Griggs, Special Commissioner to the Advisory Committee of the Board of Trade, has presented to Mr. Lloyd-George an interesting and exhaustive report on the conditions and prospects of British trade in Canada, etc., etc."—*Daily News.*

"It is not always that Blue-books are interesting. The one issued by the Board of Trade on British trade in Canada must, however, be credited with possessing a good deal of information that makes it interesting and instructive."—*Post,* Dundee.

"The important report issued by the Board of Trade, and containing the conclusions of Mr. R. Grigg on Canadian trade, has aroused considerable interest among local manufacturers."—*Birmingham Daily Mail.*

"An extremely important document, and, if instead of being pigeon-holed, it is acted on by the British manufacturers much benefit will result."—*Birmingham Evening Despatch.*

"In Anglo-Canadian circles here the report of Mr. R. Grigg, Commissioner to Canada for the Board of Trade and the criticisms of the English Press thereon, are being earnestly discussed."—*Birmingham Post.*

"Mr. Grigg, who is the Special Commissioner of the Advisory Committee of the Board of Trade, holds that the phenomena which marked the nineteenth century in the U.S. are about to be repeated in Canada. The report is full of valuable hints to the British manufacturer."—*Daily Mail.*

"The report of Mr. Grigg on the conditions of trade between the Mother Country and Canada may induce the British manufacturer to wake up."—*Record,* Glasgow.

Scotsman, Edinburgh, quotes General Wolfe's words, and says the prophecy is being fulfilled.

"Mr. Grigg's report is substantially what any other intelligent inquirer would have said on the same subject, and what every observant Canadian knows to be correct."—*Globe,* Toronto.

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CANADIAN RAILWAYS IN 1907.

The Official Report.

The numerous British shareholders in Canadian railways will find much detailed information to interest them in the Blue Book just issued by Mr. J. L. Payne, the Dominion Comptroller of Railway statistics at Ottawa. It appears therefrom that in June, 1907, the total railway mileage of the country, including double tracks, sidings, etc., is placed at 27,611 miles. The addition during the year was 1,099 miles, not including 324 miles of new double-track. Of the total mileage Ontario has 7,637 miles, Quebec 3,515, and Manitoba 3,074. Canada has one mile of railway for every 289 inhabitants and every 161 square miles of area—the highest mileage measured against population and the lowest measured against territory of nearly all countries of the world.

Capital over £200,000,000.

The total capital invested in Canadian railways is placed at $1,171,937,808. The total net earnings were $42,989,537, representing a rate of 3.66 per cent. on the total investment. The capitalisation averages $56,995 per mile. Traffic during 1907 showed substantial gains over the preceding year. In freight there was an increase of 5,899,422 tons, and passengers carried increased by 4,147,537. The total number of passengers carried was 32,137,519, and the total number of tons of freight was 63,866,135. The total earnings of the year were $146,738,214, representing an increase of $21,415,349, or 17.09 per cent. over 1906. Operating expenses amounted to $103,748,672, an increase of 19.07 per cent. The proportions of operating expenses to earnings was 70.70 per cent.

The Average of Railway Fares.

Upon the four railways which control 71 per cent. of the total passenger traffic the rate of fare works out at 2.07 cents, or about 1¼d. per mile; twenty-eight lines show an average fare of 2.232 cents per mile. The railways carrying 73 per cent. of the total freight earned 7.02 cents per ton per mile, or nearly 3½d. Dealing with the question of transportation, Mr. Payne calculates that though 16,949 freight cars and 573 locomotives were apparently added to the rolling stock during the year, the supply of extra cars was not proportionate to the extra freight which needed handling.

Accidents and Level Crossings.

During the year 587 persons were killed and 1,638 injured. Of the killed 70 were passengers, 249 employees, and 185 trespassers on the railway trains. The automatic coupler does not appear to have diminished the accidents to employes engaged in coupling work. Level crossings caused an increased proportion of the accidents.

The Increased Rail Breakage.

The report does not shirk the broken-rail question, and records the breakage of 537 rails on three railways, of which number 457 rails were of less than one year in service. The conclusion is drawn that the fault lies in poorer workmanship owing to growing competition, and not to any defect in Canadian ores. Accidents from the same cause have been more disastrous in the United States, and are not unknown in the United Kingdom.

The money waste involved by accidents is put at $1,961,970, including $642,248 paid by the companies as compensation for injuries, and the introduction of a thorough block system, plus more stringent inspection of rails, road-bed, and equipment is strongly advocated.

Canadian railways employed 124,012 persons in the year ending June 30 last, and it is calculated that 20 per cent. of the entire population of Canada earn their living directly or indirectly from the various branches of railway work.

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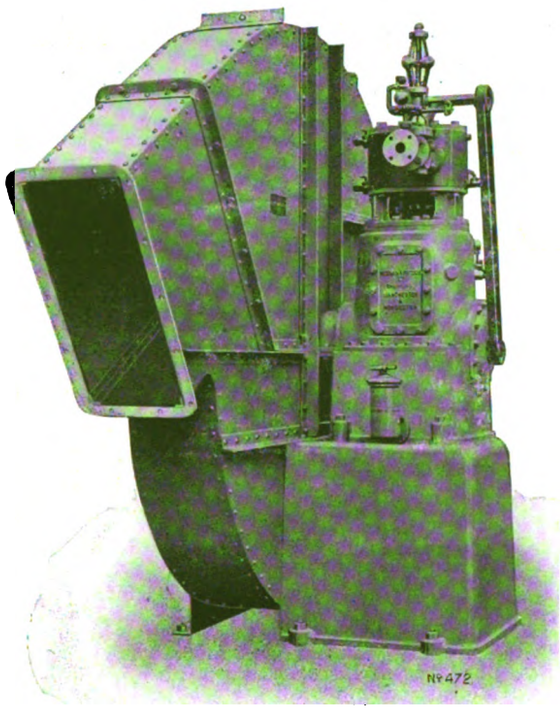
BRITISH CONSOLS AND CANADIAN TRADE

Mr. Fred. C. Salter (European Traffic Manager of the Grand Trunk Railroad), in a recent interview in Montreal, urged the necessity of a Canadian agent being attached to the British Consulates at the leading commercial centres in Europe. There was, he said, a regrettable indifference to Canadian trade interests on the part of British Consuls.

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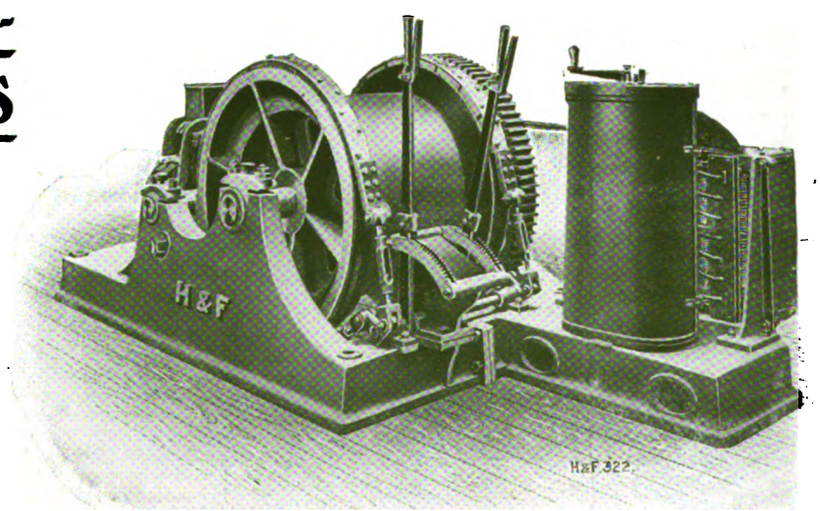
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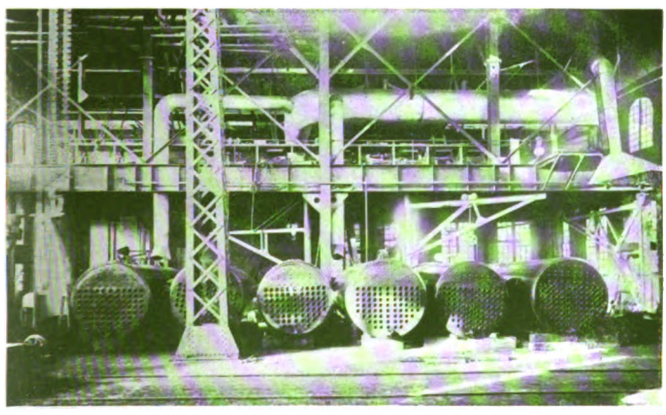
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CANADIAN SHIPBUILDING.

The Close-down at Collingwood.

TO those British shipbuilders who had seen the yards of the Collingwood Shipbuilding Co. on Georgian Bay a few months ago the news that the company had closed down for lack of orders must have been startling indeed. The yard was the largest and best equipped of the five steel shipbuilding yards on the Canadian shores of the Great Lakes, but Mr. B. M Smith, the Superintendent, nevertheless asserted that none of the shipyards in Ontario had made any money, and that at Collingwood the company had had to contend with the free importation of British-built vessels, and with the scale of wages paid at the shipyards on the American shores of the Great Lakes. "We spent," he continued, "$50,000 in bringing in Scotch and American shipbuilders, and in perfecting our organisation; and it is with great reluctance that the decision to close down was reached. An offer was made by our company to build two steamers for the Canadian Pacific Railway Company at cost, plus 5 per cent., in order to retain our organisation. But the C.P.R. thought they could do better in England. If the outlook improves we may reopen our yard at some time in the future, and it will not be dismantled." The municipality of Collingwood voted $300,000 towards the equipment of the plant, which is also free from municipal taxation; and in addition to this municipal aid the company draws 3 per cent. per annum from the Dominion Government on the 500,000 invested in its dry dock.

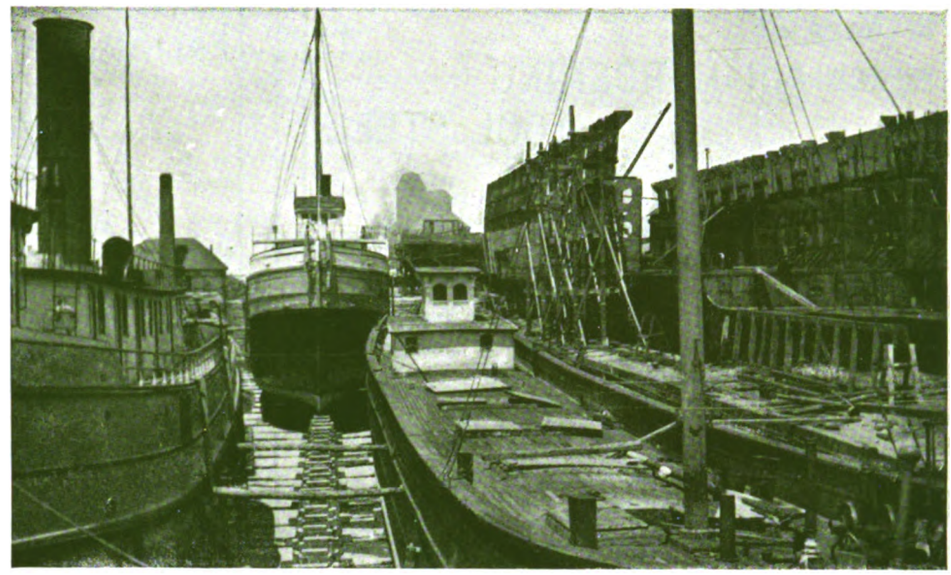
In February last, writes a Canadian correspondent of the *Yorkshire Post*, the yard was crowded with work—new tonnage and repairs—and about 600 men were employed. The *Collingwood*, a freighter 406 feet long and of 50 feet beam, was in the fitting basin. Another freighter 486 feet long was on the stocks, and three large mud scows for dredger work were in building for the Dominion Government. Earlier than the launching of the *Collingwood*—in October, 1906—the company had built the *Midland Prince*, which up to that time was the largest vessel ever built in Canada. This vessel, which was of the bridge construction type, is capable of carrying 10,000 tons on draught of 20 feet, and at the time she was launched it was stated that she had cost her owners $365,000. A year ago, when these were the conditions—when Collingwood was the busiest shipyard in Canada—it was announced by Capt. Alexander McDougall, the president of the company, that a second dry dock was to be built. It was planned to make it 600 feet long



THE BOILER SHOP AT COLLINGWOOD.

—100 feet longer than the existing dock, which is the largest dry dock on the Canadian shores of the Great Lakes. The yard at Collingwood has turned out more cargo tonnage than any of the other Canadian Lake yards, and there is much regret that there is such a poor prospect of new work for what is without doubt the best equipped shipyard in the Dominion.

The fact that the Collingwood yard and the yard at Bridgeburg, on the Niagara River, are now both closed will add to the pressure on the Dominion Government for some decision on the question of bounties. In the winter of 1905-6, when the Tariff Commission was on its widely extended tour, the Hon. W. S. Fielding, the Minister of Finance, was more openly sympathetic with the shipbuilders who advocated bounties in aid of their industry than he was with the representatives of any other industrial interest. He was non-committal towards most of the petitioners; but both at Victoria and at Halifax his remarks left it to be understood that if the shipbuilders would agree among themselves as to a bounty scheme, Government aid might be relied upon. The farmers' organisations, however, protested so vigorously and so continuously against the renewal of the iron and steel bounties—a renewal to which the Government were committed—that they apparently dared not make good the half-promises which the Chairman of the Tariff Commission had made to the shipbuilding interests. It is probable that with the new pressure that will result from the closing of the Collingwood and Bridgeburg yards a decision by the Government will soon be announced.



THE COLLINGWOOD SHIPBUILDING CO.'S DRY DOCK.

DEVELOP CANADIAN OIL FIELDS.

The Admiralty is extending its use of oil as fuel to such an extent that in the near future one may have to speak of the oil stations as well as of the coal stations of the British fleet. The question is whether the oil fields of the Empire can be relied upon to maintain the same independence which the possession of coal on British territory has so long secured throughout the world. Canada and India are now the principal sources of supply within the Empire, and the time has arrived when official encouragement should be given to develop the output and establish a system of pipe lines, tank cars, and tank steamships and storage accommodation at the principal naval and mercantile ports.

In an article in the *Times* Mr. J. D. Henry, alluding to present conditions, says:—"On a rough calculation liquid fuel, U.K. delivery, will cost the customer a *minimum* of £3 per ton if it is a real market transaction and not an advertisement speculation on the part of the seller. Transport from America, Russia, or India will be responsible for £1 10s. or £2 (present freights), or, at a time of depression, 15s., below which freight tank steamers cannot be worked at a profit. The f.o.b. rate (really the cost of the oil abroad) will not be less than 15s., more likely £1, even more, and in this country it will, of course, be necessary to face the inevitable storage and transport charges, which, on a low estimate, will be 5s. or 6s. . . . The question of transport is at the very root of the great trouble of the high price of liquid fuel. An absolutely modern system of marine transport—sufficient steamers to meet any possible demand for tonnage during the next three or four years—is one of the best guarantees we can have for the reduction of the present abnormally high freights to a point where it will be possible to contend that there are commercial reasons why shipowners and manufacturers should seriously consider the subject. This year the output of new vessels will be a record in tank steamer building."

Lord Elgin recently stated that the Colonial Department is alive to the importance of an Imperial oil supply, and is now investigating the possibilities of Trinidad as a source of supply. The time seems opportune for systematic action to be taken towards the same end by arrangements with the self-governing portions of the Empire. Canada alone should be able to produce an output which would make us independent of imports from the United States at all events.

AN UNFORTUNATE BARGAIN.

The Decarie Manufacturing Co., of Minneapolis, U.S.A., is at present suing the City of Winnipeg in connection with the repudiation by the municipality of an incinerator plant which the American company installed in the city. The Corporation's defence is that the plant failed to fulfil the contract, and that it failed signally to evaporate and incinerate the waste material. It is interesting to notice that although the agent in Winnipeg of Messrs. Heenan and Froude, Ltd., of Manchester, as we are informed, offered every opportunity, even of a visit to England, for representatives of the City Council to see one of that firm's destructors at work, the order was given to a Yankee firm. The result is not altogether a success, and Canadian municipalities would do well to accept the tenders of British firms wherever possible.

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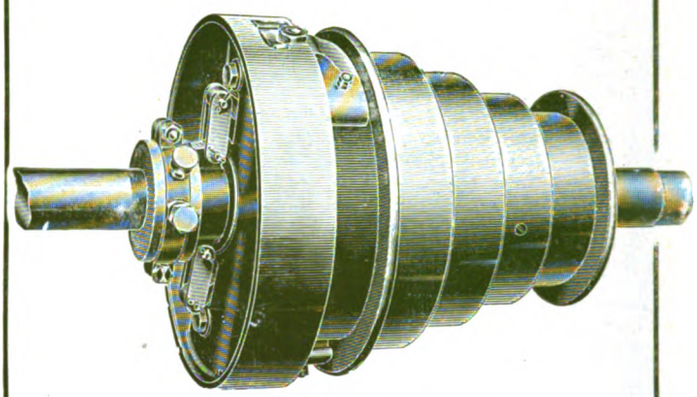
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NOTES ON BRITISH MACHINERY.

MANCHESTER DISTRICT.

(From Our Own Correspondent.)

Pumps for Montreal.

Canadians will note with interest that Messrs. Mather and Platt have just completed for the Montreal Water and Power Co., a large electrically driven three-chamber high-lift pump capable of delivering 10,500 gallons of water per minute against a head of 405 ft The power is provided by a three-phase motor of 16,000 b.h.p., taking currents at a pressure of 2,200 volts and 63 cycles per second and making 465 revolutions per minute. This is the third set of pumps made by the Manchester firm for the Montreal Water and Power Co., and a fourth is in course of construction.

Superheated Steam.

In an interesting paper before the Manchester Society of Engineers the other day, on the "Advantages and Disadvantages of Superheating," Mr. Michael Longridge pointed out that one of the disadvantages of using superheated steam was its tendency to burn the surfaces of the valve facings. The remedy for this was the facing of the valves with an alloy of nickel and the use of nickel steel for the valve spindles. One or two speakers at the same meeting mentioned the difficulty they had had with valve packings, but Messrs. Lancaster and Tonge, of Pendleton, Manchester, maintain that their packings will stand up to the work, and say that they have supplied hundreds of sets to work with superheated steam up to very high temperatures, and in no case have they had any difficulty either with the piston rods or the valve spindles.

A Water-saving Machine.

An important economy in municipal engineering has recently been introduced by Messrs. Royles, Limited, of Irlam, near Manchester. They have invented an apparatus by which the water of swimming baths can be continuously purified and returned to the bath without running to waste in the ordinary way. The apparatus consists of a pump which draws the water from one end of the bath through a three-inch pipe, a filter which extracts all insoluble impurities, and an aerator which reoxygenates the water and completes the process of purification. So that by this means not only is insoluble matter removed, but also soluble impurities and all harmful germs. It has been found that this system insures much greater purity of the water than the older method of periodically re-filling the bath with fresh water. It has been adopted in several English towns, including Manchester, Bradford, and Bury.

An Oil Engine Difficulty Overcome.

In a great many districts in Canada oil engines are the best available means of obtaining power. Up to recently, the difficulties in the way of operating oil engines with more than two cylinders have been considerable, and often outweighed the advantages of the multi-cylinder oil engine. Messrs. Crossley Brothers, Limited, of Openshaw, Manchester, claim to have overcome this drawback by a new system of governing which they have patented. Each cylinder of the engine is provided with two inlet valves, one being for air only the other for the mixture. In the passage leading to the air-valves is placed a throttle valve controlled by the governor in such a way that as the load on the engine decreases, and the speed tends to rise, the governor opens the throttle admitting more air to the cylinders, with the result that less fuel mixture is drawn in through the fuel valves and a reduction in the power of the following impulse takes place. On the other hand, when the load is increased the governor closes the throttle and an increase occurs in the power of the impulse. Those requiring catalogues and price-lists for the latest oil engine extant should communicate with this firm, the oldest manufacturers of oil engines in the world.

A Tramway Life-Guard.

Nowhere is speedy locomotion more valued than in Canada, where superb systems of electric tramways abound, but provision should always be made for the safety of human life in case of accidents that may arise through the speed at which such cars are travelling. Quite recently, for instance, three children while tobogganing in a Canadian town, shot from a side street right under a tram-car, and might have been mortally injured had the car not been fitted with the "H.B." improved patent tramway life-guard, manufactured by Messrs. Hudson and Bowring, of Manchester, who are now supplying their "guard" all over the civilised world. Some of the leading corporations and municipalities in the Dominion are taking steps to adopt this latest safety tramway appliance.

WIGAN DISTRICT.

(From Our Own Correspondent.)

British Air-Compressors in Germany.

With the growth of science air-compressors are now being largely used everywhere. At the works of Messrs. Walker Brothers, Ltd., engineers, Wigan, is to be seen the finest engineering shop in Great Britain for producing this specialised kind of machinery. It is not as well known as it should be that the largest air-compressors in Canada were made by this firm, who have supplied, among others, the Dominion Coal Co., Ltd., the Dominion Iron and Steel Co., Ltd., Intercolonial Mining Co., Ltd., the Nova Scotia Steel and Coal Co., Ltd., the Belmont Gold Mine, Ltd., and the Cape Breton Coal, Iron and Railway Co., Ltd., these companies having between them air-compressors ranging up to 6,300 cubic ft. of free air per minute, all of which are provided with the Walker patent air-valves.

LEEDS DISTRICT.

(From Our Own Correspondent.)

Repeat Orders of Coal-Cutters.

The anxieties of colliery owners and managers have largely increased owing to scarcity of labour (especially of hewers), high rates of wages, and the necessity of working thinner seams, with consequent diminished outputs. Periods of good trade and better selling prices make these disadvantages, to some extent, less felt, but any depression will beyond question result in the stoppage of a large number of collieries, unless steps are taken to assure a market by the production of a superior sample of coal at a consequently higher selling price or at a reduced cost. The Diamond Coal-Cutter Co., of Wakefield, have received repeat orders from the Dominion Coal Co., of Sydney, N.S., among others, for their special holing machines, by which, owing to the deep undercut, the output per man has been very largely increased, and in consequence of the rapid advance of the coal face the safety of the pit has been improved. In thin seams the holing is done in the clay or dirt underlying the coal; there is therefore no waste, and all the coal is got in a saleable size; an appreciable saving in road-making and general timbering is also effected by reason of the rapid advance of the face. Breakdowns are almost impossible, as the working parts are made practically from the best toughened steel, and are as far as possible standardised and interchangeable. The machines are carefully balanced, both as regards weight and the distribution of mechanical strains, and every machine is designed so as to cut backwards and forwards, the operation of reversing the motors and cutting tools being performed in two or three minutes.

Steam and Electric Cranes.

Steam and electric cranes, during the past fifty years, have been used more and more all over the world, but in the last few years it has been necessary to specialise in this important branch of engineering. Nowhere is specialisation carried to a higher degree of efficiency than at the well-known works of Messrs. Tom Smith and Sons, Rodley, Leeds, who have despatched their cranes to all parts of the world. Mr. Walter Smith, who visited the United States in 1906, deeply regretted that time would not allow him to go to Canada, but recently a powerfully equipped electric crane from this neighbourhood has been sold to a Canadian firm, in face of the keenest possible competition. Canada, in the near future will, it is thought, require more cranes than any other country in the world.

A Mechanical "Navvy."

Steam and electrical navvies are, at one time, products and precursors of civilisation. In Canada just now they are strongly in evidence, and are helping to make the "all-red" route. The navvies of Messrs. Whitaker Bros., Ltd., Horsforth, Leeds, and their stone-breakers, pile-drivers, and double-action steam-hammers are to be found everywhere. Their latest navvy is a thing of beauty, and is no more like the old-fashioned thing of a few years ago than was the earliest motor car to the 1,000-guinea car we see on the streets to-day. Their latest navvy will excavate from 500 or more cubic yards per day, according to the exacting nature of the excavation.

A Domestic Labour-Saver.

The attention of Canadian hardware dealers should be directed to an aluminium scrubber which has recently been placed upon the market by Messrs. Proctor Brothers, of Leeds. Its usefulness and value as a labour-saver for domestic work, such as for scouring out pans, dishes, and tins, should make it strongly appeal to scores of customers.

DUKINFIELD DISTRICT.

(From Our Own Correspondent.)

The extensive adoption of grinding as a method of obtaining accuracy of finish of mechanical parts is, comparatively speaking, of recent date, and probably no phase of machine-shop practice has developed so rapidly. Grinding was originally employed upon circular work, such as shafts, spindles, rollers, etc., and this type of machine is now largely used. More accurate results and greater economy is effected in the cost of production. Messrs. Robert Brothers, machine tool makers and specialists, Dukinfield, Manchester, have recently put upon the market a 12-inch disc grinder, for which they are receiving order from all parts of the world, and one of their large machines has just been sold in Canada. These machines can be made to any requirements. The 12-inch disc grinder is for general use on the "front bench," the 18-inch for rough work, the 20-inch for surface grinding, and the 28-inch for heavy duty. These machines are now admitted to be the greatest labour-savers brought before the engineering world in recent years, and have been supplied to the War Office, Admiralty, India Office, Crown Agents (for the colonies), practically all the home and many foreign and colonial railways, as well as to hundreds of mechanical and electrical engineering firms.

HALIFAX DISTRICT.

(From Our Own Correspondent.)

Improving the Gas Engine.

Over two hundred gas engines of various designs and sizes have been imported into Canada during the past four years. Messrs. Campbell and Co., Ltd., Halifax, are now putting upon the Canadian market a number of gas engines specially constructed to meet the needs of the Canadian buyer. Special attention is being paid to lubricating or oiling, which is automatic, simple and effective, as all the main moving parts obtain their lubricating oil from a sight-feed lubricator placed above the cylinder. The oil cup being transparent, the amount of oil it contains is always visible; the oil descends in drops down the pipe connecting to the cilinder, and after it has lubricated the sides of the cylinder it falls into a dust-proof oil tank below the crankshaft, and is splashed upwards at every revolution by the crank-pin and finds is way into the bearings. The oil-bath being dust-proof, foreign matter cannot possibly get into the bearings, the value of which cannot be over-estimated when working in situations where there is a lot of dust in the air, such for instance, as grinding corn, threshing, saw-mills, stone dressing machinery, cement works, etc.

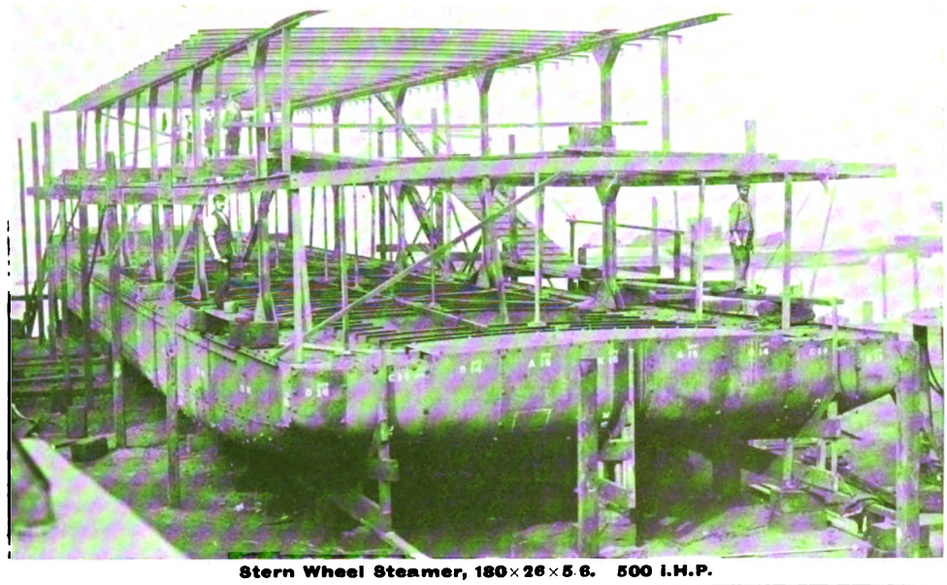
SHEFFIELD DISTRICT.

(From Our Own Correspondent.)

A Remarkable Chrome File.

The production of files of greater efficiency than heretofore is receiving a good deal of attention in Sheffield at the present time, and some of the manufacturers have

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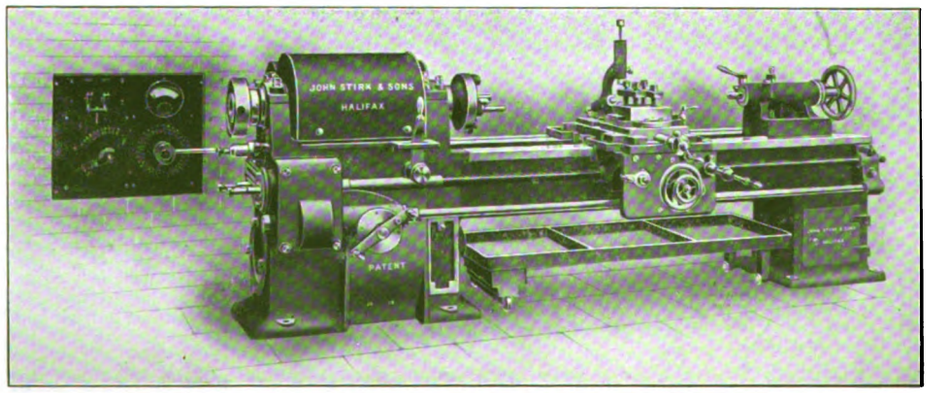
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shown commendable enterprise in devising a mixture for crucible steel which will give files increased cutting power and longer life. The movement has been encouraged by the establishment at the Sheffield Testing Works of a machine for testing files whereby their qualities can be accurately gauged and recorded. Among others who have been experimenting on an improved file are Messrs. William Atkins and Co., Ltd., of the Reliance Steel Works, who are now offering a special chrome file which, under independent tests has achieved remarkable results. The material used upon was crucible steel containing 1.17 of carbon, which means a very severe test. One side only of the file was tried, and the result works out for both sides as follows:—The total strokes numbered 270,000, at the rate of 51 per minute, and, working continuously for 88¼ hours, no less than 10½lb. of material was removed. After such work it is not surprising to learn from the official report of the trial that the tool was "much worn." The result is claimed to be in excess of any known test, and the new file should therefore strongly commend itself to all concerned with the economical production of articles in which filing plays a prominent part. Atkins' special chrome file should be in great demand among Canadian engineers.

NEWCASTLE-ON-TYNE DISTRICT.

(From Our Own Correspondent.)

Traction Cable 36,300 feet long.

In the use of wire ropes Canada possibly takes the lead, in proportion to its population. Messrs. Thos. and Wm. Smith, Ltd., of the Guild Hall, Newcastle-on-Tyne, are known throughout the Dominion for their "Red Thread Brand" wire rope, which is made of the highest class of material obtainable, and, if necessary, is specially made to meet the needs of any extraordinary construction, such as mining, logging, elevators, contractors' work, etc. These wire ropes are claimed to last longer than any other wire rope on the market, hence their big demand in Canada. At their offices are shown two excellent illustrations of a record cable now in use on the Glasgow District Subway. These traction cables are 36,300 feet long, 4⅜ inches in circumference, and weigh 56 tons each, and are said to be the largest wire ropes used in the world of a single length.

NEW TUNNEL IN THE ROCKIES.

One of the most interesting railway engineering projects under way in Canada at present is the Canadian Pacific Railway mountain tunnel between Hector and Field, B.C., in order to overcome the heavy grades between these two points. The present main line between Hector and Field is eight miles in length, and the difference in altitude is 1,143 feet, Hector's elevation being 5,207 feet, and Field's 4,064 feet. Between these points the controlling gradient is 4.5 per cent., which has necessitated the use of two, three and four locomotives to take a passenger train over. By the new route the gradient will be cut in half, but the distance will be increased to about 12 miles. In order to get the requisite length of line, two loops will be built, the railway doubling back on itself. There is no room to make the loops in the open, and to get the turn they will be cut in the solid rock of the mountains. The two tunnels will be 5,880 and 3,400 feet long respectively, giving a total tunnel of 9,280 feet in length. It is expected, says the *Canadian Engineer*, that two years will be needed to complete the work.

BRITISH AUTOMOBILE TRADE.

Increase in Canadian Imports.

Some British manufacturers are paying more attention to the necessity of studying the special requirements of the countries importing, a fact to some extent accountable for the figures which show the total exports of 1907 increased in value 58 per cent. over those of 1906, the figures being:—In 1906, 1,380 cars and 739 motor bicycles, with parts, giving a total value of £871,290; while in 1907 there were exported 2,322 cars and 799 motor bicycles, which, with parts, gave a total value of £1,381,230, an increase in value for the year of £509,940. Those manufacturers who did not neglect the Canadian market at the time when they were overwhelmed with home orders are naturally doing the best business. It has been pointed out by Mr. Richard Grigg in the Board of Trade report that Canadian roads are by no means equal to those of Europe, and it is consequently necessary to give a good clearance under the machines—this should not be less than 9 in., and the width of tread 56½ in.

The British manufacturer will find a growing competition from Canadian autocar manufacturers this year; at present the types of automobile made in the Dominion are chiefly of 18 h.p., selling at about $1,600; 30 h.p. at $2,500, and 50 h.p. at $4,000; principally four-cylinder machines, gear-driven with electric ignition.

Motor Boats.

As regards motor-boats, considering that Canada has more lakes and rivers than any other country in the world, the field is unlimited, but so far the United States builder does almost the entire business. The British exporter gets an advantage of 12½ per cent. under the preferential tariff, which should enable him to tackle his American rival. Many Canadians visiting England, who have bought British machines, speak highly of their comfort and comparative freedom from breakdown; time promises to prove their superior powers of endurance under adverse conditions.

THE WINDSOR-DETROIT TUNNEL.

A Great Engineering Feat.

Work on the Detroit River Tunnel, which is being constructed between Windsor, a thriving town at the extremity of the Niagara Peninsula, and Detroit, Mich., to facilitate railway communication between Canada and the United States at those points, is now proceeding rapidly. The construction of the tunnel is being performed in a novel manner. Instead of digging parallel bores through the tough clay far below the bed of the river, by means of shields driven by hydraulic rams, a great trench has been dredged out of the bottom of the river, in which are being sunk successive tubes of steel, 23 feet in diameter and 260 feet long, secured together by transverse stiffening diaphragms of steel at every 11 feet of their length. These tubes form the waterproofing of the tunnel proper, which consists of a solid ring of concrete, two feet in thickness, formed within the tubes. The width of the river between dock lines is about half a mile, and the sub-aqueous section of the tunnel, or part entirely under the river, will consist of ten of these twin tubes, with a total length of 2,622 feet. Along the bottom of the trench, rows of piles have been driven and capped, to form a bearing for the tubes.

Each tube is floated down the river from the yards of the Great Lakes Engineering Co., where they are being made, and sunk into its place. The tubes are provided at one end with a sleeve, which is slipped over the end of the adjoining tube already sunk and in position. The sleeve is fitted with a flange, which is bolted to a corresponding flange of the other tube, a rubber gasket being placed between the two. When the bolts are in place and all is ready, divers turn up the nuts, thus squeezing the rubber gaskets together between the ends of the tubes to form a tight joint. When the joint is absolutely watertight, pure cement is pumped into the space through one pipe and continued until it comes out through the other, which is evidence that the space is completely filled.

The water in the tubes is pumped out and concrete gangs proceed to build up the tunnel itself, which is of solid concrete, varying in thickness from two to five feet.

The cost of the work is $10,000,000. Five railways lines—the Michigan Central, the Grand Trunk System, the Wabash, the Pere Marquette, and the Canadian Pacific — which now use ferryboats for the crossing of the river, will profit by the tunnel, and the saving of time on the crossing will be enormous.

Of the eighty-eight mines in Cobalt camp, eighty-one are using steam power with the aggregate horse-power, it is calculated, of 8,028. Of the others four have already ordered boilers and engines for delivery this month. The average number of boilers range from one to four with a varied average horse-power. There are two mines driving their machinery by gas engines developing two-hundred and fifty horse-power.

MORE SKILLED ARTISANS NECESSARY.

Canadian employers need more artisans skilled in those particular classes of manufacture in which Canada is in its infancy, and the securing of such men means a more extensive operation of many branches of industry and increased employment for the Canadian born workman or the immigrant who has identified himself with the Canadian Trade Unions.

For political reasons it is natural that the Dominion Government does not allow its emigration agents in Europe to give the same encouragement and assistance to the artisan to emigrate as is done to the man brought up to agricultural pursuits. The manufacturer can always get the men he needs by sending over a foreman to select his men on the spot, and no Acts of Parliament or Trade Union regulations can prevent a real scarcity of labour from being supplied in this way. The farmer in the north-west has no such facilities, and is more dependent upon the action of the official representatives of the country to supply his needs. It seems strange that the Canadian labour leader seems oblivious to the fact that the introduction of more men specially proficient in certain occupations necessarily means the expansion of the demand for men less skilled and the consequent growth of many Canadian industries.

THE DUMPING DANGER.

Canadian manufacturers are apprehensive that the difficulty encountered by United States manufacturers in obtaining the hard coin necessary for running expenses will result in evasion of the celebrated dumping classes in the Canadian tariff which their organ *Industrial Canada*, says is "excellent in theory, but difficult to enforce." "Style," continues the journal, "is as great a factor in values as material, and how can a Customs Officer gauge up the added value to attach to 'Style'"? Resident Canadian Customs Inspectors in the United States are suggested as a safeguard. It is asserted that "scores of travellers representing United States firms are now in Canada, sacrificing goods in return for ready money."

Five Westinghouse single phase engines of 750 horsepower each are being placed in commission at Port Huron by the St. Clair Tunnel Company to draw trains through the Grand Trunk tunnel. Two of them will make a locomotive capable of pulling a 1,000-ton train up the two per cent. tunnel grade. The trip will be made from Port Huron to Sarnia, nearly three miles, in seven minutes.

What is claimed to be the largest and most powerful automatic weigher which has ever been constructed for dealing with ore in bulk has recently been shipped to Canada by Samuel Denison and Son, Ltd., of Leeds. This machine, which has been built to the order of the Canadian Northern Ontario Railway Company, is intended for weighing and recording the amount of ore delivered at a railway ore loading depôt. By means of a textile band conveyor 36 inches wide, which has a Blake-Denison continuous weigher working in conjunction with it, it is able to handle 800 tons of ore per hour or a total of 8,000 tons during a working day of 10 hours. The ore is weighed as it passes along the conveyor without any stoppage, the indicator showing the weight of ore dealt with each four seconds, while a recorder shows the total weight during any period—from an hour to a week.

The British Insulated and Helsby Cables Co., Prescot, Lancashire, whose name is familiar to the engineering world, have recently published an extremely well got-up handbook of information regarding their manufactures and systems. This handbook, besides being well illustrated with half tone blocks and diagrams, give a very large amount of information of a technical character. While some of this matter is already public property, much of it is novel, and the whole is set forth in most convenient form. The catalogue index may be taken as representing a fairly complete list of the manufactures of the company, and the whole book comprises a mass of information which should be of the greatest interest to our readers in the Dominion where electric car and other cable systems are so universal.

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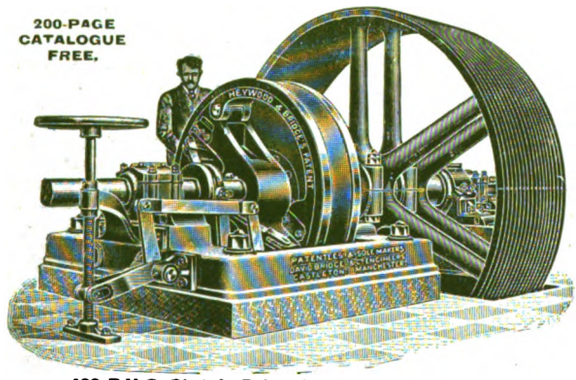
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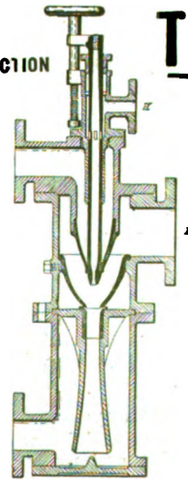
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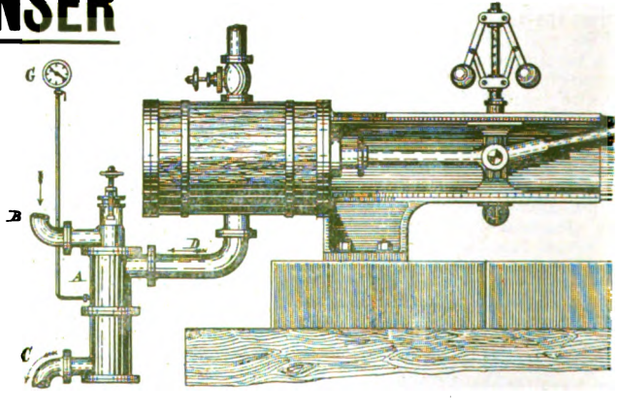
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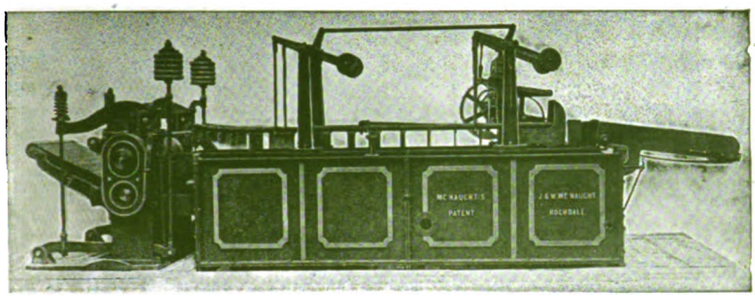
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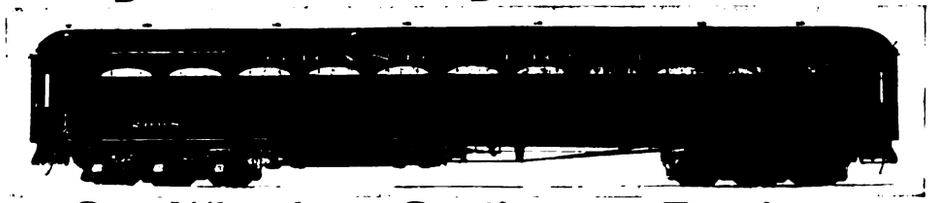
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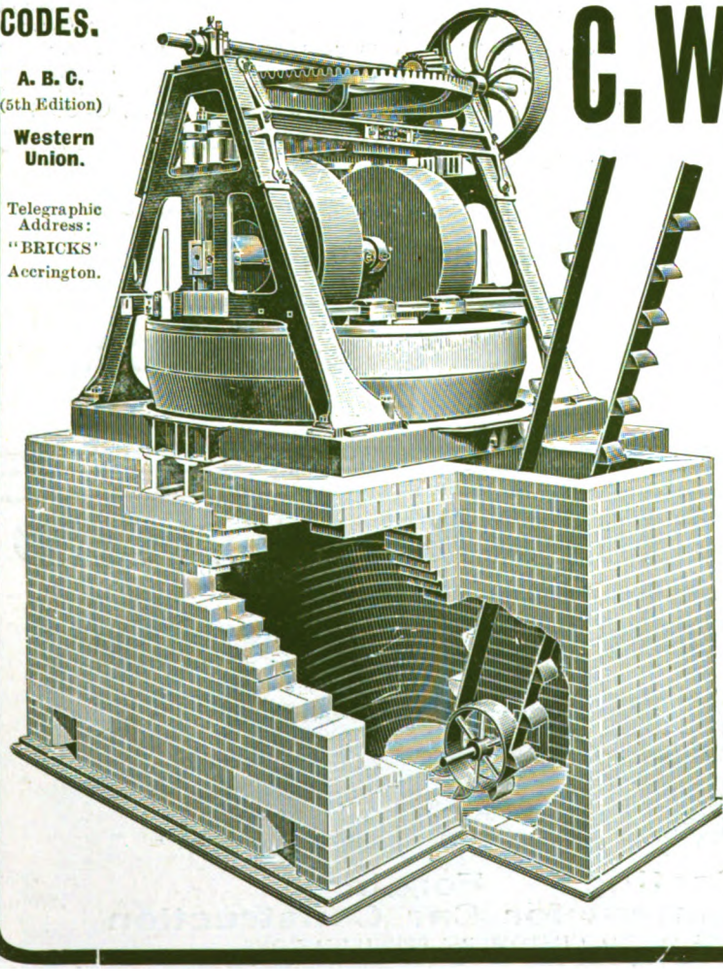
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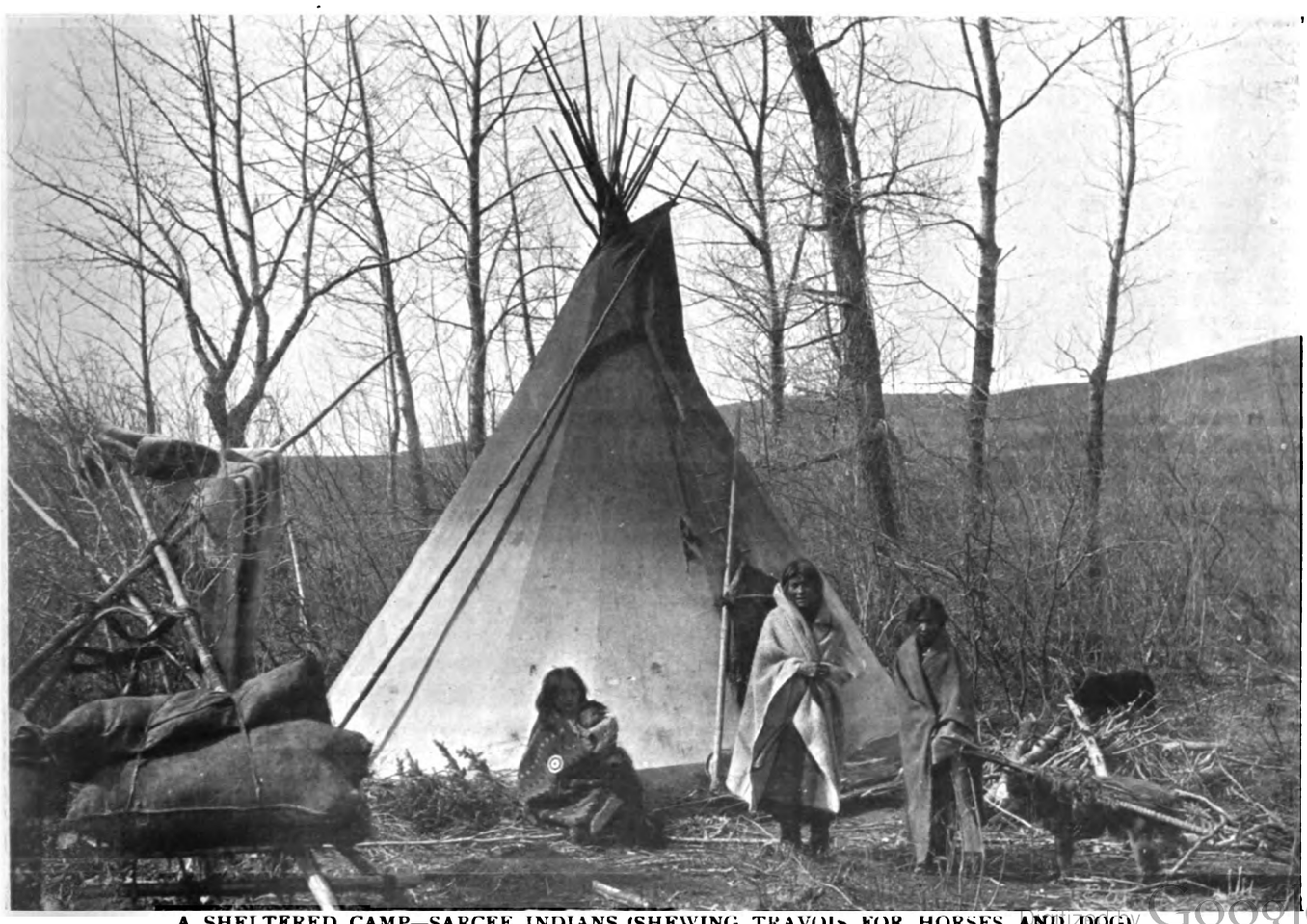
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CANADA

No. 110. SATURDAY, FEBRUARY 15, 1908. Vol. IX. 6D. WEEKLY.

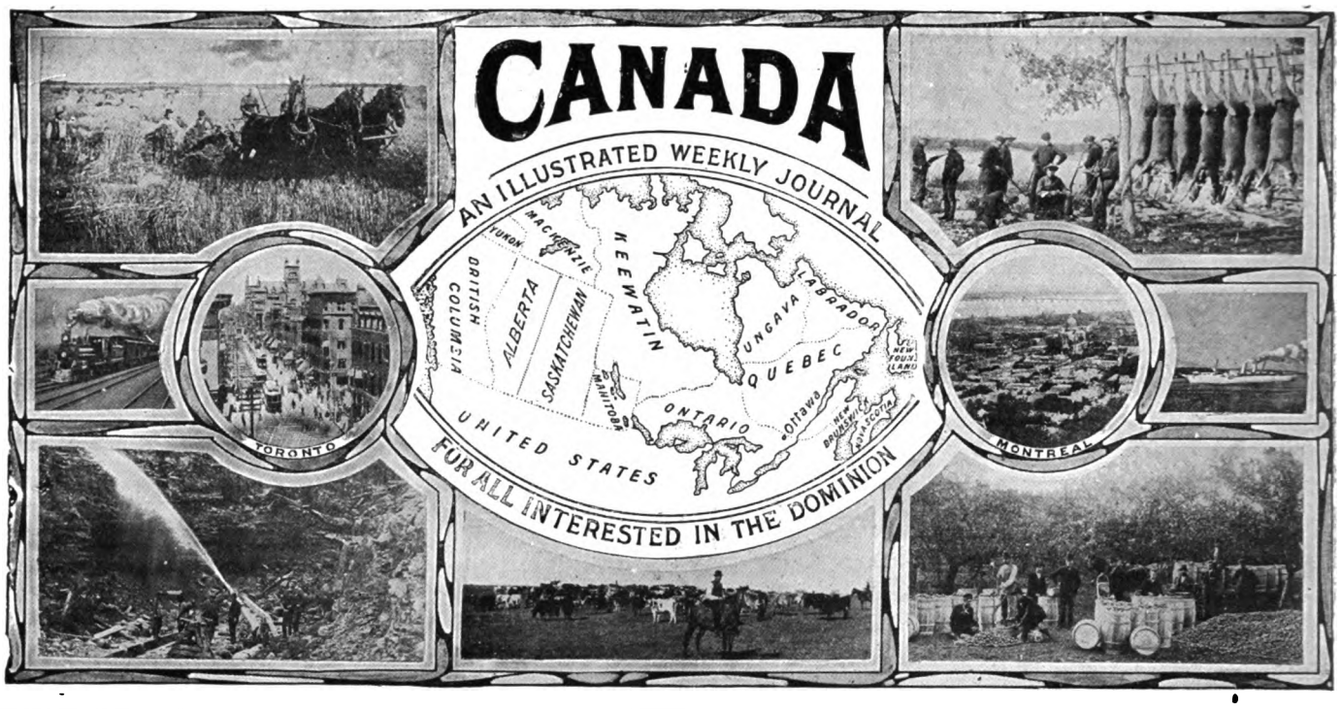


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THE FUTURE OF CANADA.

Mr. J. J. Hill is one of the statesman-capitalists who can think in terms of continents, and the current issue of the *National Review* contains an article over his signature, entitled "The Future of the United States," which admirably illustrates his capacity of taking wide views, and expressing the same in picturesque language. As we all know, he is a Canadian by birth, and has always shown an affectionate interest in the welfare of Canada, so that the absence of any reference to Canadian development is at first sight somewhat puzzling. But a foot-note to the article in question reminds us that it was originally delivered as an address at the Minnesota State Fair, and in view of that fact the omission is easily explained as a piece of commonsense politeness. The people of Minnesota do not care to be reminded too often of the securely-based prosperity of Canada, which begins where their own leaves off, so to speak, and the President of the Great Northern Railway wisely refrained from diverting the attention of his hearers from Minnesota to Manitoba—from a State with a past to a Province with a future. But, reading between the lines of his address, we are very sure that Canada and Canadian development were in Mr. Hill's mind all the time he was speaking, and that if it had been possible for him to summarise his advice to the United States in the fewest words, he would have said: "Follow Canada's example if you want to insure your national future."

The pith of Mr. Hill's address was the solemn warning that, by neglecting to make the best use of their agricultural and other national resources, the people of the United States are risking their future prosperity. According to his estimate (which, in our opinion does not take into account such retarding factors as the decrease of the birth-rate in middle-aged communities) the population of the United States will have increased to 204,041,223 forty years hence, and the problem of finding work for such vast numbers will then, unless due preparation for the future has been made, be much more colossal and complex than it is in Great Britain. Meanwhile, no attempt is being made to prepare for this tremendous future. The exodus from the land to the city has already begun in the United States, the agricultural resources of the country—the only resources capable of renewal, if wisely husbanded—have been recklessly wasted in the development of the American West, and all other national repositories of national wealth have been worked to exhaustion without a thought of the future; and, in a word, the people of the United States, whose annual exports comprise only 20 per cent. of domestic manufactures properly so called, have been for many years living on the national capital. The word "farmer" is an opprobious epithet among them, and this fact is significant of their inability to see that scientific agriculture and the conservation of the land's fertility are the only sure means by which the next generation may be enabled to keep poverty or even death at bay. Mr. Hill pointed the moral of his suggestive remarks by a reference to the political economy of Germany; there a wise equilibrium between agriculture and manufacturing industries has been maintained. In Germany, with its 60,000,000 inhabitants penned in little more than 200,000 square miles of territory, not only have manufacturers vastly increased their output in the period 1875-1900, but the area of land under crop has increased 5 per cent., and the yield per acre of the staple cereals has also been augmented, the increases varying from 25 to 100 per cent. Japan, France, and Belgium—the last-named a country with 490 inhabitants to the square mile, which grows all the food it requires and has no unemployed—are other cases in point of the advantage of a careful agricultural system. On the other hand, in the United States scientific agriculture is virtually non-existent. Then, said Mr. Hill, "genius has shunned the farm . . . We have a light scratching of the soil and a gathering of all that it can be made to yield by the most rapidly exhaustive methods. We are satisfied with a national average small product of $11.38 per acre, at the cost of a diminishing annual return from the same fields, when we might just as well secure from two to three times the sum." Thus was the fateful, perhaps fatal, weakness in the political economy of the United States, laid bare and explained by one of the ablest of living Canadians.

Would Mr. Hill, if the occasion had permitted it, have referred to Canada as one of the nations where

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the right use of the land and its resources are sufficiently considered by the people and their representatives? We believe he would have done so—with the addition of a warning to proceed in the future as in the past. In quality and quantity the average wheat-production per acre in Western Canada is far above that of the debilitated areas of the Western States, and while this difference is largely due to climatic advantages and a nearer approach to the Northern limit of cultivation, there can be no denying that better farming is an important factor. The later development of their Western farm-lands has given Canadians this great boon. They, unlike the agricultural pioneers of the Western States, have been able to apply in practice the principles of a science which at the time when the American West began to be settled was virtually non-existent. The fertility of the Western States, wrongly supposed to be inexhaustible forty years ago, has been exhausted by a generation of wheat-gamblers, the like of which has never existed in Manitoba, though, even there, it is only within recent years that the folly of putting all one's eggs into a single-bushel measure has been recognised. The Dominion Government has always endeavoured to encourage in every practical way the practical study of scientific agriculture. A chain of experimental farms has been established, and the agricultural statesman—of whom the Hon. Sydney Fisher and ex-Premier Greenway, of Manitoba, are excellent types—has incessantly pressed on the attention of farmers the necessity of considering close economies as carefully as does the manufacturer. Again, the work of the Government in this direction has been assisted materially by private patriotism, of which the magnificently equipped Macdonald College is the most striking expression. It is to be regretted that a French-Canadian contemporary has advised French-Canadians not to resort to the lecture-rooms and experimental plots where Professor James Robertson and his staff teach the applications of agricultural science, for fear of a "protestant atmosphere." It is a baseless fear, because the only subject of protest there will be the kind of farming which was once called "godless" by a Midlothian agriculturist. Again, the avowed intention of the Dominion Government to encourage only the immigration of those prepared to go on the land, is a proof that the necessity of assuring Canada's future by making agriculture the corner-stone of the industrial commonwealth is part and parcel of Canadian national policy. The vast majority of the million or more emigrants who go every year to settle in the United States gravitate to the great cities, and Canada will be all the stronger and more prosperous in the long run for refusing to encourage an influx of such urban workers, the superfluous population of Old World cities, from Odessa to Naples. It would appear that the task of building Canada's future on a sure basis has been well begun, but there are not wanting symptoms of opposition to a continuance of the process. The half-disguised contempt of the townsman for the farmer, which every visitor to Canada notices, is an influence for evil. Let the townsman who despises the farmer in his overalls freighting his wheat to the elevator, remember that but for him he would not be there, that agriculture is the life of a State, that the man at the plough is God's fellow-worker, or, to quote the fine last line of Mr. William Chapman's sonnet:

"Et que le laboureur collaboure avec Dieu."

—**—

NOTES OF THE WEEK.

The Preferential Loaf. The victories of outspoken Tariff Reformers in the Mid-Devon, South Hereford, and Worcester by-elections have greatly perturbed the opponents of Imperial preference, and it only requires a Tariff Reform victory in one of the greater industrial centres of Great Britain to prove that Cobdenism is a doomed creed in a dead language. Meanwhile the free-importers are amazed and disgusted beyond measure because the cry of the "big and little loaf" has been turned against them, to the confusion of their candidates. The price of bread has gone up since the Liberals were returned to power, and Tariff Reformers have pointed out that the violent fluctuations in the price of wheat, which are responsible—for the baker must assure himself against loss—for even larger advances in the price of bread, are the result of omitting to widen the sources of the nation's supply by "preferring" wheat grown within the limits of the Empire. Obviously, the consequences of this sin of omission may be logically attributed to a party which, to use Winston Churchill's bombastic phrase, has "banged, barred, and bolted the door" on preferential trade with the countries of Greater Britain. So that there is really no reason for Tariff Reformers to apologise for the use of electioneering posters representing the preferential loaf as larger than that which can be bought for the same money under a fiscal system based on free imports—supposing the hungry breadwinner has the wherewithal to buy, which is not always the case under the dead hand of Cobdenism.

* * *

Sources of Wheat Supply. The countries from which the Mother Country derives the wheat required by her people over and above the amount produced in the British Isles are six in number: (1) the United States, Russia, and Argentina; (2) Canada, British India, and Australia. There are other minor sources, which need not be taken into account in this survey. The effect of the imposition of a 2s. per quarter (6 cents per bushel) duty on foreign wheat entering the British market would be to encourage the growing of wheat in the second three countries and to discourage it (to a less extent) in the first-named trio. Certain figures showing the fluctuations of wheat exports from Canada, British India, and Australia were recently given by the *Westminster Gazette*, and it will be remembered that our contemporary's point of view was criticised last week by a correspondent, "R. H. C.," who pointed out that, in her worst years, Canada's exports were over 50 per cent. of those in her best. But the Liberal journal in question, in its natural anxiety to score a party point, did not trouble to tell its readers that the wheat crops of the United States, Russia, and Argentina have shown just as wide fluctuations in the last ten years, though they have been exporters for a much longer time than the other three, which have not yet had time to grow a large margin over the amount required for home consumption. British India, for example, has not long been growing wheat under irrigation—an excellent means for securing the grower against a failure of crops—and does not as yet produce an amount in excess of that required in a famine year.

* * *

Preference and Transference. Supposing the duty advocated by Mr. Chamberlain be imposed, let us tabulate the probable results:—

1. WESTERN STATES AND WESTERN CANADA.—It would involve the gradual transference of the North American wheat-growing industry from the former to the latter. Since the yield per acre in the latter is superior in quality and quantity to that in the former country—working costs being the same—the result would be to gradually increase the productivity of North America.
2. RUSSIA AND BRITISH INDIA.—There is no limit to the amount of wheat the latter country, with its vast peaceful, industrious population, can produce under the rapidly extending system of irrigation. Russia, with its unscientific methods, poor yield per acre, and disturbed rural population, cannot hope to produce more than at present. Both countries suffer from serious famines. Preference would soon enable the former to pass the limit of famine requirements (as the latter has done in fifty years of slow agricultural expansion), and to take Russia's place as a chief source of supply.
3. ARGENTINA AND AUSTRALIA.—The latter country is merely beginning to export wheat. In the dryest year it produced nearly enough for its own use. Given preferential encouragement, the wheat-lands of Westralia would be developed, and it would always have a large exportable surplus. The reduction of Argentina to the position of Australia's understudy as a wheat-grower would not diminish the wheat-productivity of the Southern Hemisphere.

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Summing up the results, it is certain that preference would increase the supply of wheat, reduce the extent of fluctuations in price, steady and cheapen the cost of bread to the British consumer. It is unnecessary to say that the 2s. duty would be paid by the foreigner. Every farmer in Western Australia knows that as a result of his experience of the incidence of increases in freight-rates.

* * *

Shipbuilding in Canada. A recently published Blue Book, the information in which is somewhat belated, shows that the number of vessels built and registered in Canada during 1906 was 397, with an aggregate tonnage of 21,741, and valued at close on a million dollars. Nova Scotia still retained the position of the chief shipbuilding province, and British Columbia, on the other sea-front, took the second place. Compared with other shipbuilding countries, Canada was tenth on the list, Japan being eighth and Sweden ninth. It is probable that the restriction of Canada's coastal trade to British vessels, the legality of which has been endorsed by the law officers of the Crown, will make for the increase of Canada's registered tonnage and yearly addition to it by building in Canadian yards. Hitherto, Norwegian vessels have done much trading in Canadian waters, and German, Swedish, Dutch, and Danish ships have also cut into a business which should be jealously reserved by every nation anxious to create a marine of satisfactory dimensions. The restriction comes into effect on the first days of next year.

* * *

The Intellectual Preference. The newsdealers in the Canadian cities find that their business is largely increasing as a result of the reduction in postal rates between Canada and the Mother Country. In the first place, people order American periodicals from them, since it is cheaper to do so than to order direct and obtain single copies by mail. So that those who have contracted the habit of reading American canned literature—a bad habit, but people must have their pleasant vices—are not hit so hard as they would have us believe by the new arrangements. The demand for English periodicals has greatly increased, and that is a proof that Mr. Lemieux's chief object is being attained. Only from these publications—certainly not from the provincial-minded productions of the United States—can the tendencies of world-politics, in which Canada must now play her part, be accurately ascertained.

——**——

THE CANADIAN PARLIAMENT.

The Cattle Embargo.

Mr. Scott, leader of the Canadian Senate, replying to Senator Power in regard to a question concerning the embargo on Canadian cattle, said that the British Government maintained the embargo as a protection for the English agriculturist, and not as a preventive measure against the importation of disease, as was alleged. Mr. Lougheed asked that the Canadian Government should protest against the "fraudulent and slanderous attitude of the British Government" towards Canadian cattle. Sir Mackenzie Bowell said that all British Governments had maintained this protection under pretences concerning public health which were false.

THE QUEBEC BRIDGE.

In the House of Commons, Mr. Monk, Conservative member for Jacques Cartier (Quebec), moved for the appointment of a Select Committee of the House in order to investigate fully the financial situation of the Quebec Bridge Company, and to make recommendations with a view to the Government taking over the bridge works as a national undertaking. Sir Wilfrid Laurier, the Premier, agreed to the appointment of a Committee composed of seven members whose names have been proposed by Mr. Monk.

Mr. Fielding, the Minister of Finance, replying to a question, said that the Mint would shortly be turning out gold coins of the value of $2.50, $5, and $10 if gold of sufficient purity could be obtained in Canada. It would be necessary otherwise to erect refineries.

The Ottawa City Council, in connection with the forthcoming visit of the Sheffield Choir to Canada, has passed a resolution according a hearty welcome to the visitors and thanking all concerned in bringing about the visit. Similar resolutions have been passed by the Canadian Manufacturers Association and other bodies.

OUR OTTAWA LETTER.

Dominion Parliamentary Notes.

(From Our Ottawa Representative.)

The arrangement agreed upon by the Japanese Government for restriction of emigration to British Columbia finds very general acceptance in the Dominion, and if experience shows that the effect is to prevent any recurrence of the Japanese invasion of the past year a most difficult situation will have been fully cleared up, from the Canadian point of view. If, on the other hand, the restrictions of the Japanese authorities prove ineffective the Dominion Government will undoubtedly serve notice on Tokio of its withdrawal from the treaty which was made between the two Governments a year ago. In a reference, however, to this contingency in the House of Commons Sir Wilfrid Laurier made it perfectly clear that this step would only be taken after all means of conciliation and of amicable arrangement had failed.

The Government speakers in the debate upon Mr. R. L. Borden's motion of want of confidence in the Government, claimed that if the limitations on the emigration of Japanese to British Columbia are imposed and carried out by the Government of Japan Canada is very much better off than if the regulations were put into force by her own authority. It was true that there was a clause in the Japanese-American treaty of commerce allowing the Washington authorities to regulate the immigration into their country. But as soon as restrictive measures were tried against the Mikado's subjects the Americans found themselves in trouble at Tokio, which almost led to the forfeiting of their treaty rights in the Japanese market. As a result of what has happened Canada was to-day in a much better position than the United States. "There were," concluded the Prime Minister, "two ways by which we could approach this question of Japanese immigration. One way is the method suggested by my honourable friend (the leader of the Opposition) to legislate against the Japanese, to enact in this Parliament that no Japanese shall be allowed to come into this country. The other way is by conciliation, to ask the Japanese Government to recognise the difficulty of this question and to act voluntarily. In what we have done we place ourselves confidently in the judgment of the people of Canada."

A New Canadian Ice-Breaking Steamer.

In reply to an inquiry in the House of Commons by Mr. J. J. Hughes, M.P., the Minister of Marine has stated that specifications and plans have been submitted to, and approved by, Sir Philip Watt, Chief Constructor of the British Navy, for a new ice-breaking steamer, to be built for the winter service between Prince Edward Island and the neighbouring mainland. Tenders are being invited immediately, and if the contract is placed at the end of February it is expected that delivery will be secured by the end of the year. This ice-breaker is expected to be the most powerful craft of her kind in existence.

The Canadian Insurance Act.

It has been agreed that the clauses of the new Insurance Act of Canada, now before Parliament, relating to fraternal insurance, shall be laid over for one year. The clauses in question ordered that all new business in these societies must conform to the National Insurance Congress Table of Mortality. It was represented, however, by the Independent Order of Foresters that the Supreme Court of the order has been convened to meet in June next (one year earlier than usual) to consider and adopt such measures as might be deemed necessary to strengthen and perpetuate its fraternal system of insurance; and that the representative bodies of other Canadian fraternal institutions will likewise meet during the year, and the managing officers of the societies should have the opportunity of consulting and advising with their membership; and that such a delay will probably enable the societies to co-operate with the Government in preparing an adequate measure which will be acceptable to all.

The Ross Rifle.

An inquiry which begun last session before the Public Accounts Committee of the Dominion Parliament into the contract between the Department of Militia and the Ross Rifle Company for the supply of rifles for the Canadian forces, was brought to a close on January 29. It was declared, in the concluding evidence, that Sir Charles Ross is the sole owner of the factory which is established at Quebec. The testimony adduced also showed that the Ross Rifle Company had received orders from the Dominion Government for the delivery of 52,000 rifles, of which 33,000 had been already delivered and accepted. There were also 5,000 more rifles in the inspecting department of the factory, and in the process of manufacture.

It transpired in the course of the inquiry that, although the contract called for the delivery of rifles in accordance with a sealed pattern, there had been eighty specific changes made in the parts, involving a complete reorganisation of the factory, while the sealed pattern rifle, which should have been available as a standard, had totally disappeared and was not to be found, although the company had several times demanded its production.

Mr. Wallace Neskitt, K.C., who appeared for the company, stated that the company should have received a fresh order from the Government in November last, but that it had not been given, and that if this order was not received the factory would have to close down. He hinted also at the existence of a conspiracy in England to put the Ross Rifle Company out of business. Wherever he had encountered an English officer he had found him an enemy of the Ross rifle. The more important portion of the evidence taken in this inquiry will be printed.

The first reading of the Bill approving the commercial convention between France and Canada, which was signed in Paris on September 19 last, has taken place in the French Chamber.

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Ice Hockey in the Old World.

HOW THE GREAT CANADIAN GAME IS PLAYED IN EUROPE

By B. M. Patton.

DURING the last six seasons the ice hockey played at Prince's Skating Club, London, has shown a great improvement, which improvement may be said to be almost entirely due to what has been learnt from Canadians resident either in London or at the universities. Still there is no disputing the fact that the form of the Prince's team is far and away below that of any first-class team in Canada. A great deal remains to be learnt of the art of dribbling, combination and shooting, especially the latter, in the performance of which only a very small percentage of the club's members are in the least proficient. Previous to 1902-3 the bandy stick was in use at Prince's, and when the Canadian style was introduced that season considerable difficulty was experienced in handling it, the players endeavouring to use one hand only as they were accustomed to do with the bandy. Even now some persist in that method. The first insight into the game, as played by the Canadians was shown in the form displayed by the Light Blue, J. J. Cawthra, of Toronto, in the Inter-Varsity matches at Prince's in 1901 and 1902, and it is doubtful if a finer forward has hitherto been seen at the London rink, though the American, D. H. Newhall, of Harvard, who was a member of the club last season, is considered his equal in skill by some, though not in neatness. Hockey of a kind was played at Prince's in 1896, the first year the rink was opened, and in the following season the late Admiral Maxse, the then owner of the club, gave a Challenge Cup to be competed for annually by teams resident in the United Kingdom. A fact not to be wondered at is that ever since any team comprised either partly or wholly of Canadians has competed for the cup, victory has always been on their side. This commenced in 1902 with the victory of Cambridge, who had J. J. Cawthra as captain, and G. Ogilvie, another Canadian, in the team. In the season of 1902-1903 a London-Canadian team was formed, composed chiefly of law and medical students, under the captaincy of Donald Hingston, of Montreal. This team did much to improve hockey at Prince's, not only by giving them many good matches, but by explaining the art of stick handling and shooting. The cup was won that season by the Canadians after a very level contest; indeed, at the end of the allotted period for play, twenty minutes each way, the score was four all. An extra ten minutes was then played, during which the Prince's forwards entirely collapsed, with the result that four more goals were made against them without their obtaining one.

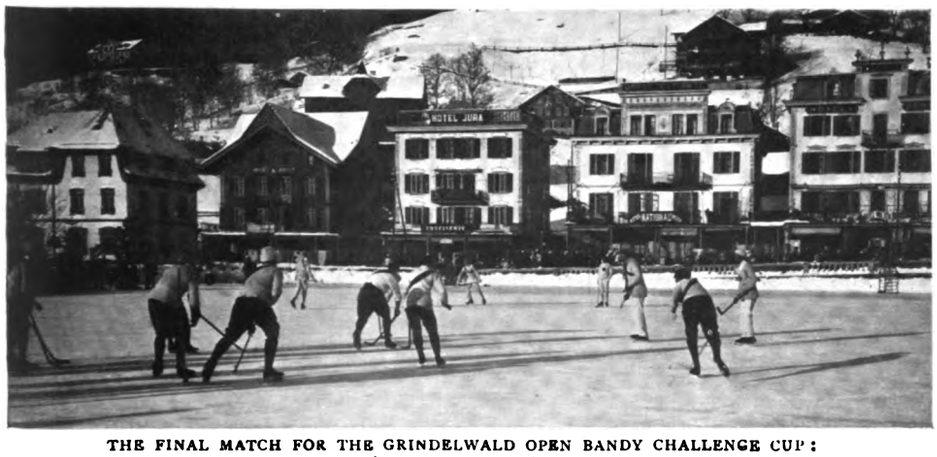


PRINCE'S TEAM AND ITS OPPONENTS AT LYONS.

In the following season an Ice Hockey League was formed in London, with B. M. Patton, captain of Prince's, as president, and A. Sullivan, of the London-Canadian team, as secretary. Five clubs composed the League, and every club arranged two matches with each of the others, the names of which were, Argyll, Hengler's, Cambridge, London-Canadians, and Prince's. In those days there was another ice rink in London called Hengler's, from which the two first-named teams came. At the end of the season the League championship depended on the result of the second match between the London Canadians and Princes, each team up to this having obtained twelve points out of a possible fourteen. The wearers of the Maple Leaf were successful by 5 goals to 3, and to them again fell the cup. In this match Prince's greatly missed the presence of their best forward, C. T. Napier. The seasons of 1904-5 and 1905-6 were very uneventful at Prince's, as it was not possible to arrange any good matches, owing to there being no London Canadian or any other team to play against, with the consequence that the form of the Prince's men somewhat deteriorated. For 1906-7, however, a team was formed at Oxford, composed of Canadian Rhodes scholars, with G. L. Stairs as captain and H. Bond, nephew of the Premier of Newfoundland, as secretary, with the result that several excellent matches were played, in which Prince's were successful on each occasion except the last. This was a cup match, and the Oxford Canadians being at full strength and in better condition than the Prince's men, were successful by 3 goals to 2.

This season, in two of the three matches so far played, the Rhodes Scholars were one or two men short, and substitutes had to be found at Prince's, with the result that they met with severe defeats. On the other occasion, however, the Oxford men were nearly at full strength and met what amounted to Prince's third team, except for two men, winning by 8 goals to 4. What the result of the cup match in March will be it is difficult to foretell. Of the men representing the Oxford Canadians this season the best are H. Bond, their present captain, who has played for Newfoundland; C. A. Adamson, for Manitoba University; — Macdonnell, for Queen's University; R. C. Gillis, for the "Abegweits" of Charlottetown P.E.I.; H. R. C. Reade, who was unable to get on the Toronto University side.

With regard to other teams in Europe, an idea of the form of some of them may be got from the Continental trips made by the Prince's team, together with the return visit a few have made. In 1903 there was a small International Tournament at Davos, in Switzerland, under bandy rules, the competing teams being Prince's Haarlem, and Davos; the latter was comprised chiefly of Englishmen with two or three Swiss. The London team easily beat the Dutchmen, who in turn beat Davos, while the latter team just beat Prince's by the odd goal in seven. The result of the tournament, therefore, depended on who had the best goal average; in this the London men had a big lead although playing with a ball and bandy sticks had proved a considerable handicap to them. From Davos the Prince's men went to Lyons, which has a peculiarly shaped rink, being twice as wide and more at one end than the other. There they defeated the home team by 2 goals to 0. Since that year there have been matches annually between Prince's and Lyons, which have always resulted in English victories, excepting this year, when the weakest team that has ever represented the London club at Lyons — only three of their first team men being there—met with defeat by 5 goals to 4. This French victory will doubtlessly have its good results in that it will be certain to give a considerable stimulus to hockey in Lyons. Other Continental rink teams that Prince's have met are Paris and Brussels, the former in 1906, when two matches were played, the first of which was in Paris, where a fairly strong London team, who unfortunately had one of their best forwards suddenly taken ill just before the game, met with a 3 goals to 2 defeat; of the seven players in the Paris team four, however, were Americans, who did most of the work and got all the goals.



THE FINAL MATCH FOR THE GRINDELWALD OPEN BANDY CHALLENGE CUP: PRINCE'S (THE HOLDERS) *v.* BEAR.

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In the return match at Prince's, the home team, at full strength, were able to inflict a severe defeat on the Paris men.

This season Prince's have had a Continental tour extending over seventeen days, from January 10 to 27, commencing at Grindelwald, where two matches were played by the London team for the open bandy challenge cup, which they won last year. In the first match against a combined team from the Alpenruhe and Eiger Hotels Prince's gained a 12 goals to 1 victory, while in the second the holders defeated the Bear Hotel team by 6 goals to love. After a very pleasant week's stay at Grindelwald the team journeyed to Villars-sur-Ollons, breaking the journey, however, at Montreaux, and going from thence to Leysin on Sunday morning to play a match against the Sporting Club de Leysin, by whom they were most hospitably entertained. An exceptionally hot sun for the time of year had, however, caused the



A GOAL FOR PRINCE'S.

surface of the ice to become extremely soft, with the result that the players' skates sunk into it almost up to the soles of their boots. By half-time the rink represented a snowfield more than anything else, at which period of the game it was swept, but to very little purpose, as it was soon churned up again, the players' efforts to extricate the constantly buried "puck" causing much amusement. Prince's won the match, which can better be described as a snow-scramble, by 4 goals to 1. It was remarkable to see ice hockey being played before an audience in summer attire, most of the men wore straw and Panama hats, some flannels, while sun-shades were very much in evidence.

Villars, which was reached late on Sunday night, was visited under the anticipation that some matches had been arranged for the team, but this was not the case, and in the two practice games the Prince's men had there, the local people, with one exception, showed that they possessed but a rudimentary idea of the game. After spending three uneventful days at this place the London team themselves managed to arrange a match with the Suisse Romande Ligue de Hockey, and quite a good game ensued. Captain Henneker, an Anglo-Canadian, was by far the best player in the League team, for whom he scored all their goals, the first being an exceptionally fine shot, which went to show that it was neither in England or on the Continent that he had learnt the game. After leading at half-time by 3 goals to 1, Prince's did not pay so well, although they had the strong sun at their backs, and only added the same number of goals to their total as did the Leaguers, 5 to 3 being the actual points when "time" was called. Immediately after the match the London team left for Les Avants, where a return match was played the next morning (Friday) with the League, who had a slightly stronger team than on the previous day,



MID-FIELD PLAY.

but on whom the Prince's men inflicted a severer defeat—7 goals to 2—which was due to the visitors playing up harder and at the same time showing better form all round. In addition, Captain Henneker was too well marked to be able to score more than one goal. The match was quite the best of the whole tour, being very open and fast. The Suisse Romande Ligue, which consists of six or seven teams, was on this occasion, and the previous game too, represented by players from three of the clubs—Vevey, Caux, and Les Avants. M. L. Dufour, who kept goal very well for the home side, considering the large amount of shots he had to deal with, was extremely kind, and entertained the Prince's men in splendid fashion during their all-too-short stay of thirty-six hours at the Grand Hotel des Avants. The visit to the excellently equipped bobsleigh garage with its forty "bobs" proved extremely interesting. Reaching Lyons on Saturday evening the touring team met their old friends of the Sporting Club de Lyon the same night in a very evenly contested match, the result of which has already been stated. The exertions of the previous night's match at Lyons, together with the all-day journey to Paris, began to tell on the Londoners when they appeared on Sunday evening at the Palais de Glace to play the final match of their tour with the Club des Patineurs, who are this season the champion team of France. In the first half, which was pretty even, Napier scored the only goal of that period for Prince's, but in the second half the Frenchmen may be said to have held the upper hand, and the London forwards began to tire visibly. Still ten minutes had gone ere they equalised through Malaret, after which the Prince's backs, Duden and Patton, had a hard time in endeavouring to repel the constant attacks of the home team. The match was really saved for Prince's by the excellent work of White in goal. The members of both the Lyons and Paris teams are excellent skaters and gradually improving at hockey, but they are a long way below the form of Prince's best team. The members of the Club des Patineurs after the match gave a splendid supper to their English visitors at their headquarters, which are in the Rue Tremoille. The following team represented Prince's during the tour:—C. T. Napier and C. M. G. Howell, forwards; H. H. Duden, J. H. Howell, B. C. Cox, and A. R. Williamson, half-backs; B. M. Patton (captain) and E. Thornton-Smith, backs; and T. J. White, goal; but it should be stated that the brothers Howell only played in the Grindelwald matches, after which they unfortunately had to return home.

It is to be hoped that next year the London Club will be able to send a stronger team abroad, especially if there is to be a European championship at Chamonix, as it is at present being talked of. The cost of the tour (hotels and travelling) amounted to about £16 or £17 per head exclusive of luxuries, less £2 per head allowed by the Lyons people to the Prince's men to divert their journey from



PRINCE'S *v.* LEYSIN: A RUN BY J. H. HOWELL.

Switzerland to London via that city. During their tour Prince's met with a considerable number of different rules, but at all the places visited, except Grindelwald, the Canadian sticks and "puck" were in use. At that Swiss resort the game played may be described as a cross between hockey and bandy, a square wooden "puck" and rather long bandy sticks being the means by which the game is played there. The Suisse Romande Ligue, as well as Leysin, Paris, and Lyons have a "cercle de protection," within which only the goal-keeper may touch the "puck," described from a point half-way between and in line with the goal posts, having usually a radius of the same length as the distance between the goal posts. This is 1½ metres in Paris and Lyons, but more in Switzerland, where the goal posts vary considerably in height as well as in the distance they are apart. Hooking sticks was not allowed anywhere, but it was permitted to place one's stick under that of an opponent who had possession of the "puck" and to lift it up. The main points on which the Canadian game differs from that played in England and on the Continent is that on this side of the Atlantic forward passing is allowed, whereas charging or riding off is not. Apart from this, the Prince's rules are the same as the Canadian. In order to draw up one universal set of rules for all Europe it is proposed to hold an international meeting in Paris in May and to get two delegates from as many clubs as possible.

There can be no doubt that the visit of a purely amateur first-class Canadian team to Europe would prove an immense attraction, although it would be quite impossible, of course, to give them even a fairly good game at Prince's, and still less so on the Continent; but an exhibition of the game as played by them, showing the perfection to which they have brought the act of dribbling, combination, and shooting would be a revelation, and would, without doubt, do a great deal to stimulate hockey on this side of the "Herring Pond."

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THE OLD TRAIL.*

A Winter in the Woods.

By "Westerner."

No. 2.

WE hear much nowadays of the difficulty of obtaining work during the Canadian winter, and doubtless there is some reason for the complaint. So it was with us in those days, only far more so than at present, as the development and settlement of the country was but just beginning. For every hundred farms of to-day there was perhaps hardly one then, while commercial enterprises, requiring labour in the winter, were but few and far between. So with the waning of the summer and its occupations, the question arose as to the best thing to be done till spring came once more.

By this time we were Westerners full fledged, our feet no longer tender, and our wits sharpened by the necessity for resource. Lumbering in the mountains was the mostobvious answer to the pressing question; and so, when the heavy frosts of late October and the first early snows of November stopped the cutting of the ploughs and the monotonous circle of the "slush scrapers," laying up the railway construction outfits and driving the contractors to their winter quarters in Winnipeg and the cities of the Western States, we hied ourselves to Calgary once more, to see what offered. My companions were versed in the knowledge of lumbering and its ways. and it seemed a strategic move to learn from them at least some of the terms and the names of the different employments. It was but a few days before I was in possession of a first-class theoretical knowledge of the duties of all the different crafts from a "sawyer" to a "swamper" and from a "teamster" to a "chore boy." As good luck would have it, the agent of a big lumbering outfit was even then engaging men to go west into the woods, and his questions were soon answered.



"PEAKING UP" THE LOAD.

"What can you do?"

"Well, I can swamp, I guess."

"Are you a good swamper, Charlie?"

"Just as good as the next, you bet."

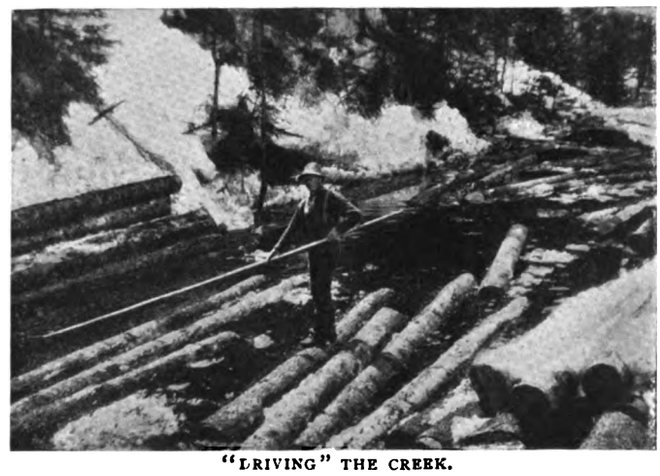
"Well, you're big enough and ugly enough, anyway. Turn up on Wednesday morning."

Behold me engaged to go to some valley with an unpronounceable name at the princely stipend of $25 per month and board, to work at an occupation of which, until a few weeks before, the very name had been shrouded in mystery. It was, perhaps, fortunate that the date set for departure was an early one, as a Western town was then no place for a boy with money in both pockets and the strong craving for any kind of amusement, engendered by seven months of hard, rough labour and good food, while the knowledge that the immediate future held a similar experience in store was not apt to urge one to "go slow." Rough our amusements were; but, as an old friend of those times used to say, "This sporting life, though chequered, is never dull," and our holidays, though somewhat spasmodic, were keenly enjoyed.

There were some seventy or eighty of us as we pulled out on the West-bound train for the mountains, all nations and all kinds—French-Canadians, Scotsmen, English, Irish, Norwegians, Swedes, and Icelanders—a very motley crew, each with his "turkey" slung on his back, and a roll of blankets tied up neatly with rope, for wherever one went the rule was to provide one's own bed.



"STAND FROM UNDER."



"DRIVING" THE CREEK.

We were all rolled out on the platform of a little wayside station one fine night about three a.m., and slept peacefully, wherever we happened to find a smooth piece of ground, till morning, when we had an impromptu breakfast at the section-house. It was a twenty-five or thirty mile walk to where the camp was, and when day broke we were well on our way up the little river. The rising sun lit up the most marvellous scenery

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it had yet been my luck to catch sight of. The trail led along the side of a narrow river valley, sometimes high above the water and at times right at its very edge. All around were the hills covered with stunted red fir, and spruce bristling with branches, while above the tops of the trees rose the rocky peaks themselves. At our feet the water of the river ran so clearly that every stone was plainly seen at the bottom of the two or three foot shallows. That walk itself was a delight; but I for one was not sorry when we came on the main logging roads that had already been made, which proclaimed the nearness of the camp, and the pork and beans that the cook had ready for us were vastly more appetising than any city dinner.

The first care of the foreman of a lumber camp is to see that all his roads are in good shape before the snow falls, so while a few gangs of sawyers were started out along the lines of the already marked-out roads, all the rest of us went to work with axe and saw pick and shovel, and an occasional charge of powder, to clear the timber and grade the roads up the ravines and along the river-bank, and to build bridges across the gulches and deep hollows that must be crossed. It is the first law in all such road-making that all roads must be down-hill in the direction in which loads are to be hauled, as the loads of logs, containing, as they generally do, from 10,000 to 25,000 feet of lumber in the log, would hold any team solid on ever so slight an up-grade. How steep they were down-hill did not matter in reason, as all the hills were carefully scraped clear of snow and sanded regularly, so that the weight of the load behind should not run the horses off their feet.

Before long we were all in full swing, the "sawyers" falling the timber and cutting up the trunks of the trees into 12ft., 14ft., or 16ft. logs; and the "swampers" clearing the logs of limbs and knots, making paths for the skidding teams to haul the logs to the skidways, where they were rolled into huge piles to wait for the coming of snow to allow them to be hauled down to the river. Then came the snow, and the woods were full of jingling teams, the river-side sprang into life with its busy gangs of unloaders, and the "scalers" who measured the lumber contained in each log before it was rolled out into the river. Strenuous days of work these. Breakfast at 5 a.m., we were in the woods long before daybreak; dinner carried out in a pail and thawed at a fire of chips, and supper after dark in the long "cook-shanty," then an hour or two of cards, grinding axes, washing and mending of clothes, till nine o'clock, when "all lights out," and in ten minutes the rows of bunks, two tiers high all round the walls of the "sleeping camp," were filled with snoring men. Lots of fun, too, in its way. Many were the tales told by the light of the kerosene lamps. Superstitions were dear to the heart of the Frenchmen. Their belief in the all-powerful "Wendigo," whose footprints could plainly be seen after each heavy fall of snow, was not to be shaken by pointing



A JAM AT THE BEND.

out that these same depressions were caused by the falling of masses of snow from overladen branches; while the even more fantastic "side-hill-gouger," a creature so unfortunately equipped by nature that it could only progress on the steepest hill-sides owing to its legs on one side being so much shorter than on the other, was a lurking terror at nightfall, strenuously denied, but dimly feared. Fearsome tales, too, were told of that most feared and reviled of all animals, the wolverine, "carcajou," whose uncanny cries in the gloom of the forest compelled the belief that it must indeed be possessed of all the vices and bereft of all the qualities of other beasts, and was hated by man and feared by its own kind.

Every now and then we were visited by Jew watch-pedlars, with packs full of watches and trinkets of all descriptions, who, usually turning up on a Saturday night, drove a merry trade on the Sunday, selling a poor watch to one man for a high price, and "trading" for another man's watch that would not go a still worse one which never had done so, and in all probability never would. Then, too, there were the occasional Indian hunting parties who wished to "trade" mountain sheepskins or trout for tea or small silver, and who were first dumb with amazement and then clamorous with joy at the sight of a man removing his false teeth.

Bitterly cold, too, sometimes it was, although the timber, shielding us from all wind, made even 40 deg. and 50 deg. much more bearable than on the prairies.

"Beastly cold morning, Joe," said I, early one morning to the blacksmith, a huge red-haired Frenchman.



LUNCH IN THE WOODS.

"Eh, bon Dieu, Charlie, most dam' col', indeed. Fort below caro when I pass the theomicle jus' now."

But, cold weather or warm, wind or calm, the hills were steadily denuded of their timber, and the river for miles was filled from bank to bank with huge piles of logs awaiting the spring freshets to sweep them down the creek into the river, so to the sawmill and the lumber-yard. As the days got longer the rush to get all the logs out of the bush while the ice was on the roads grew fiercer, and loaders and teams were at work day and night. Of all occupations in the woods loading is perhaps the heaviest, and while in some ways pleasanter because of its rank among the castes of the camp, yet in others the least desirable. Loading at night with the logs sheathed with ice, in which the spike of one's cant-hook can get no grip, is not all clear joy. The teams hustle one another in to the skidways, the last teams always anxious to be as close up as possible, while the leader is in a hurry to get his trips run and his night's work over. The loads must be put on at top speed, peaked up with every log that will stay on, or that the teamster will take, chains wrapped and "swifted" up tight with a long binding-pole, and so on till the whole string are off again, and then a long wait in the pitch darkness of the forest till the jingling of chains warns one that the lead team is again approaching. Often I have worked, stripped to my "undershirt" (Anglice, vest), and that, even though the thermometer stood at —40 deg., wringing wet with perspiration, and then piled on "Mackinaw" shirt, coat, and heavy mitts, and stood and shivered, or run up and down the ice roads till the work started again. Our great amusement at such times used to be to chop a notch in some old resinous stump of a red fir, and, lighting a fire with chips in the notch, watch the flames go roaring up into the black sky till the whole dead stump was a pillar of flame may be 20ft. to 40ft. high, or we would run to some bend from which we could see the last loaded sleigh sliding swiftly down the sanded hills, swinging the horses off their feet at the sharp corners with the impetus of the weight of the load, and visible through the gaps in the denuded forest, far down the road to the river, by the glittering of the sparks struck from the gravel by the steel-shod runners.

But the warm days of spring draw on and the roads break up, the last few logs along the river-banks are quickly hauled to the river, and the talk runs on the amount of feet of lumber of the winter's "cut," and the approaching drive of the river. All of us who are merely using the woods for the winter get nervous, and begin to think of the open prairie again, and of such pleasures as the nearest town can afford for a day or two before the round of summer employments. In a few days the camp, our home for so many weeks, was empty but for the unfortunate wight who was left behind, all by himself, to look after the stores, and to await the return of the river drivers.

The number of Army Reservists residing in Canada is officially given as 3,372.

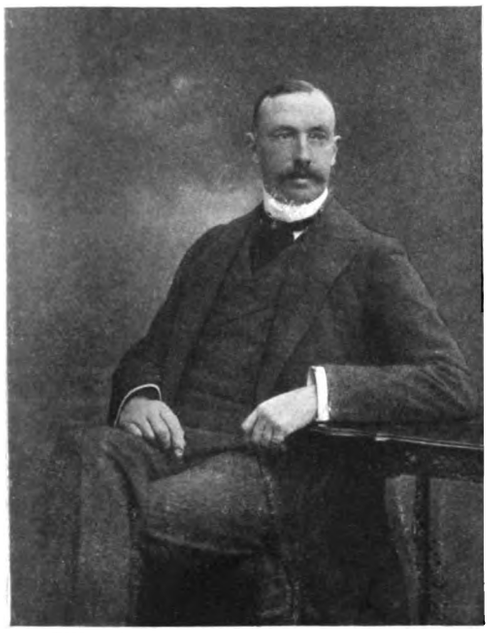
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The International Artillery Contest.

INTERVIEW WITH THE EARL OF STRADBROKE.

(*Special to "Canada."*)

ALTHOUGH to Britishers the result of the contest between a composite team of the British Artillery Volunteers and Canadian Militia was naturally disappointing (in that they did not bring back either of the two chief prizes, though they were proud that their team won the Heavy Batteries Competition and other prizes), the visit of the British team to the Dominion, where the competitions took place, did much to foster a feeling of good-fellowship between the Volunteers of the United Kingdom and their confrères in Canada. The rivalry for the coveted trophies was keen, but the spirit maintained throughout was of the highest.



THE EARL OF STRADBROKE, C.B., C.V.O.

The success of the contest was due principally to the energetic efforts of the Earl of Stradbroke, a familiar name in British Volunteer circles, who organised the British team and accompanied it to Canada. The Earl has had much experience in matters military, having been Colonel of the 1st Norfolk Royal Garrison Artillery Volunteers since 1888. He is also an A.D.C. to the King, and Vice-Admiral of Suffolk since 1890. His lordship is a busy man, and last week was the first opportunity he could find, after his return to England, to see a representative of *Canada* in London.

"My duties as vice-chairman of the East Suffolk County Council, chairman of the County of Suffolk Territorial Force, and chairman of the Small Holdings Committee, and a large arrears of correspondence to deal with, have kept me occupied since my return to England," said his lorship, "otherwise I should have been pleased to have met you before."

"Was this your first visit to Canada?"

"No; I was there about twenty years ago."

"And naturally found a great difference in the Dominion?"

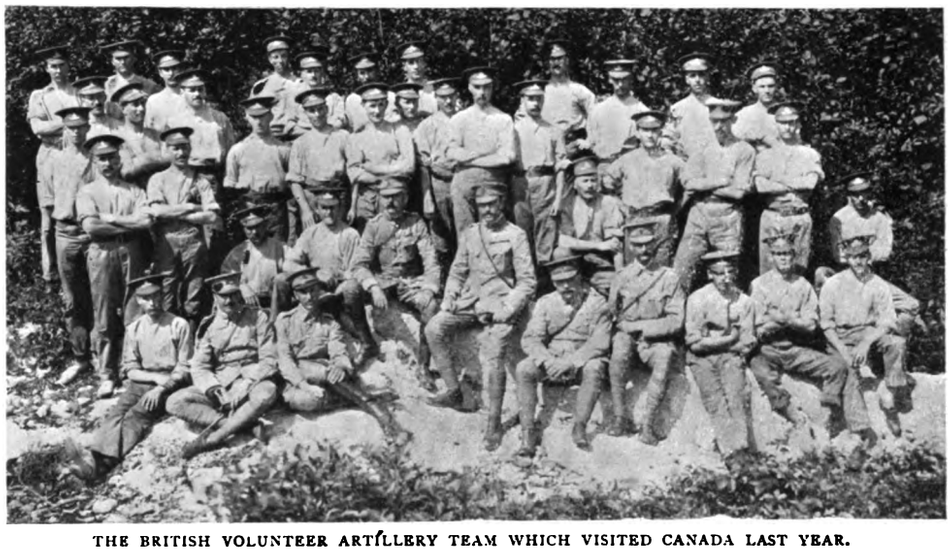
"Yes," replied his lordship. "Canada is progressing marvellously. Winnipeg particularly impressed me. My recollections of Winnipeg were those of a comparative village lying in a somewhat swampy country, and the seat of a Hudson's Bay Company's post. The whole Western country has changed considerably with the recent development, and to me, who had not seen it for twenty years, it seemed as if I had landed in a different country."



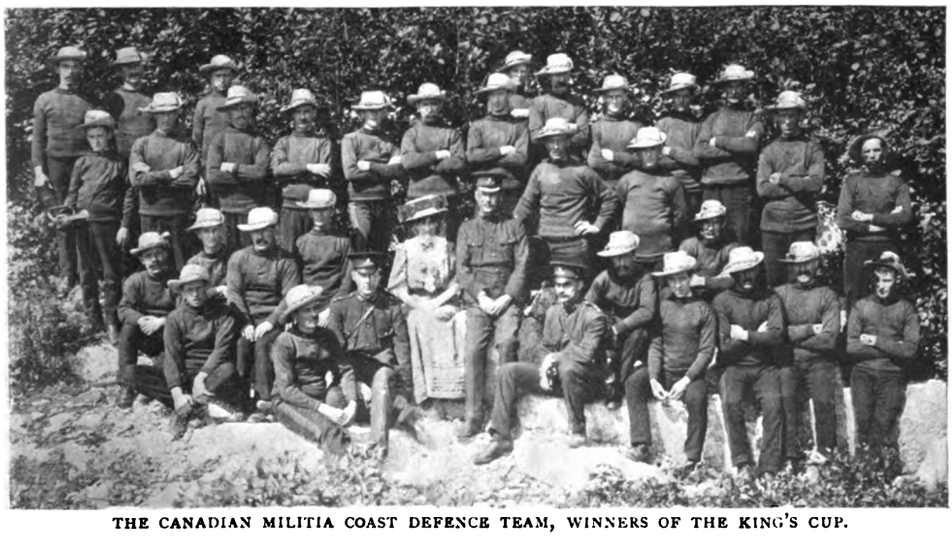
THE BRITISH TEAM FIRING WITH 4·7 GUNS AT PETEWAWA CAMP.

"The Artillery team which was organised by you to compete against the Canadian was, I suppose, a thoroughly representative one?"

"Yes," replied his lordship. "A finer body of men from the point of view of efficiency could not have been secured. Naturally, we would have been very pleased if we had brought back the King's Cup or the Prince of Wales' Cup; but our experiences in the Dominion were of such a pleasant nature, and the hospitality of our Canadian friends so abundant, that our disappointment is very largely swallowed up in the recollection of an extremely enjoyable time."



THE BRITISH VOLUNTEER ARTILLERY TEAM WHICH VISITED CANADA LAST YEAR.



THE CANADIAN MILITIA COAST DEFENCE TEAM, WINNERS OF THE KING'S CUP.

"Did the British team labour under any disadvantage as compared with the Canadian?"

"The competitions were conducted under very fair conditions," replied his lordship. "Of course, the Canadians were firing under conditions with which they were better acquainted than the British team. At Petewawa Camp, in Ontario, a splendid camping-ground of 75,000 acres, surrounded by bush country, the target, which was placed in the standing timber, had to be picked up. The Canadians were fortunate in securing their object quickly, which gave them a decided lead. One strong point in the Dominion team is the smart work of the gun-layers. These men are invariably first-class rifle-shots, and their efficiency in that respect is of great

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value. Great credit is due to both sides, however, the firing being very good and the drill excellent

"The size of Canada," continued his lordship, "affords splendid facilities for shooting-ranges. In England we have, naturally, far less scope for training, and our atmosphere is not so clear."

"Is it the intention to organise another British team in the near future to go out to Canada?"

"I think the next contest will be in England. We should like to have the opportunity of reciprocating the remarkably kind hospitality we received in Canada, and a team from the Dominion would be assured of a hearty welcome and a keen competition."

"If a team comes over from Canada would the King offer another cup to be competed for?"

"That rests, of course, with the King himself. Before our team left England His Majesty sent for me and expressed the keenest interest in these competitions. I believe that in the next contest a cup presented by His Majesty will again be the coveted prize."

The President of the National Artillery Association, H.R.H. the Duke of Connaught, also rendered most valuable assistance in sending the team to Canada, together with many leading men in the country, e.g., the Marquis of Lansdowne, the Marquis of Londonderry, the Earl of Rosebery.

The Canada Club Dinner.

SPEECH BY MR. F. W. TAYLOR.

THE Canada Club held its second dinner of the season at the Ritz Hotel, London, on Wednesday, February 5. Mr. Frederick W. Taylor presided, and the following members and guests were present at a most enjoyable and successful function:—

The Earl of Ranfurley, G.C.M.G., Admiral Sir A. L. Douglas, K.C.B., Major-General Sir Charles Parsons, K.C.M.G., Major-General Sir Henry Cook, Colonel Sir E. W. Ward, K.C.B., Lieutenant-General J. W. Laurie, C.B., Colonel H. E. Rawson, C.B., R.E., Major E. F. Coates, M.P., Major G. W. Stephens, M.P.P., Chairman of the Harbour Commission of the Port of Montreal, Captain G. R. Frith, R.E., Captain Albert Lund, Sir Gilbert Parker, M.P., Sir Charles Thomas, K.C.B., Sir Henry Lennard, Sir Joseph Fayrer, the Hon. Albert Talbot, the Rev. Prebendary Storrs, the Rev. E. M. Tomlinson, Professor Wyndham R. Dunstan, F.R.S., Chevalier G. Marconi, Dr. James Harper, Dr. Edward Wallace, Mr. J. A. Simon, M.P., Mr. Donald Macmaster, K.C., Mr. J. G. Colmer, C.M.G. (Secretary), Mr. M. Fitzmaurice, C.M.G., Messrs. H. Annable, H. A. Gwynne Arthur, E. Baggallay, Archer Baker, R. D. Balfour, R. M. Beckett, A. Shirley Benn, L.C.C., I. Hamilton Benn, L.C.C., E. J. H. Benn, J. Wheeler Bennett, H. Birks, H. Birks, T. Bischoff, C. L. Bischoff, C. J. Brand, J. H. Brodie, John Buchanan, R. M. Cassatt, N. G. L. Child, F. W. Cowie, F. N. Curtis, F. Druce, Thomas Estall, W. F. Fisher, B. Fleming, H. C. Foy, F. Furze, John Galt, J. A. Gilbertson, Walter Gow, Arthur Grenfell, J. A. Grove, H. T. Hall, E. Heatley, A. E. Hitchcock, John Howard, P. A. Hurd, J. W. Richmond Lee, Gordon Leith, S. W. Leleux, A. G. Leonard, W. J. Leonard, W. Orr Lewis, J. A. Macdonald, K. N. Macfee, W. D. McCallum, W. M. McLeod, A. A. Macnab, Ian Malcolm, Stratford Martin, C. A. Duff Miller, D. Elder Miller, W. Moat, H. W. Murray, John Nivison, G. Nivison, W. Nordheimer, H. Obre, Jas. Pearce, F. J. Phelps, R. B. Philpotts, K. Price, R. H. Pringle, Alex. Radcliffe, E. D. Reynolds, E. Guy Ridpath, George Rittner, F. J. Saffery, H. E. Saffery, Thomas Skinner, J.P., John Skinner, T. Hewitt Skinner, J. Smithers, Wm. Smiles, A. M. Stodart, J. D. Tannahill, W. E. Tomlinson, G. A. Walker, and W. D. Westhead.



MR. FREDERICK W. TAYLOR.

After the toast of the King and that of the Royal Family had been duly honoured, Mr. Ian Hamilton Benn, L.C.C., proposed the "Imperial Forces." Everyone, he said, must have been pleased with the unanimity of the views expressed at the Imperial Conference on the question of defence. A step in the right direction would be, as far as the Army is concerned, the formation of a staff corps drawn from all parts of the Empire, also an exchange of officers between Great Britain and the Colonies, and a similarity of arms.

Sir Archibald Douglas, in responding for the Navy, said that a policy he would like to see brought into force was the restoration of the fleet to Canadian waters. Among the pleasant recollections of his service in the Navy was that spent in the Dominion. The agreeable climate and lovely scenery made him wish that he could go there again.

Lieut.-General J. W. Laurie and Major E. F. Coates responded for the Army and Auxiliary Forces respectively.

"The Dominion of Canada and his Excellency Earl Grey, the Governor-General," was proposed by the President, Mr. Frederick W. Taylor. "The toast which I have now the honour of proposing," said Mr. Taylor, "is dear to the heart of every Canadian. Dear, because with it we pay homage to our King's representative and confirm our devotion to our native land. There is one subject on which I feel strongly, and which is not threadbare, namely, that in Canada, in our heartfelt desire to lay just tribute, first on the graves of the pioneers of old France, then on those of the splendid fighters whose strong arms on the plains of Abraham added this jewel to Britain's crown, and again, as time passed, at the feet of those men of keen brain and concentrated purpose who cut and polished this jewel, those fathers of confederation whose far-sighted policy welded together the broad Dominion of Canada, we are inclined to overlook the living, to overlook the men who are making Canada and fitting this new Canada to meet the exigencies and strenuous contingencies of the twentieth century. Vast though our natural resources be, Canada's wealth does not consist so much in wheat fields, timber limits, and water powers, as in her public men; men filled with that divine unrest which makes the north unconquered and unconquerable. Let us then treasure whilst we have them such a man as Lord Strathcona, whose like we ne'er shall look upon again; the other builders of the Canadian Pacific, Lord Mount Stephen and R. B. Angus; such statesmen as Laurier and Tupper; such Nestor as Sir George Drummond; such clean-cut politicians as Fielding and R. L. Borden; such masters of banking and finance as Clouston and Walker; such railway giants as Shaughnessy and Van Horne, Mackenzie, and Mann; such benefactors as Sir William Macdonald; our upright judges, of whom we may well be proud, exemplified in Sir Charles Fitzpatrick; and the numerous others, equally worthy, whose names lack of time precludes me from mentioning.

"Another subject of peculiar interest to Canada is the recent financial crisis in the United States. The great American eagle has screamed, and the atmosphere of the whole financial world has been disturbed; even the calm air of Canada has vibrated to the scream. That a hurricane did not result in this country is due to the inspiration of London a year ago to shake itself free from the trammels of Wall Street. Now, there is nothing we Canadians more thoroughly enjoy than criticising our Southern neighbours, and in proof of my statement, I will proceed to do so myself. Let me preface my remarks, however, by stating that I criticise in no unfriendly spirit, but rather for our own edification, and I may add, with John Morley, that ever since my youth the vast potentialities of the American people and the United States have filled me with profound awe and that I yield to no one in my admiration of our American cousins and for that beautiful country of boundless resource which they are fortunate enough to possess. The best friends of the United States must admit, however, that their recent financial disturbances are clearly attributable to their past sins of omission and existing sins of commission. It is a fact that many of the troubles of the United States originated with and have been perpetuated by, their indiscriminate immigration. Americans boast that they secure the brains of every country, and that statement is true to some extent; but for advantages thus gained they surely pay an appalling price. I once heard Chief Justice Burrows say of Chicago—that great typical American city—that it contains as many Germans as the second largest city in Germany; as many Poles as the second largest city in Poland; as many Turks as the second largest city in Turkey; and as many saints and sinners as any place in the Universe, excepting only Heaven and Hell. But to return to the place I have just mentioned—I mean Chicago—I have no hesitation in stating that some of the inhabitants of that place would, I verily believe, be refused admission were they to apply at the Immigration offices of the Infernal Regions. At the same time, in justice, I will add that I never met more charming, travelled, and cultivated people than in Chicago, and that Sinclair's book, 'The Jungle,' is an outrage on common sense.

"A further handicap to the United States, which would swamp any other country, is its faulty and inadequate banking system and currency laws. But to cap all, the good people of the United States are passively good—as is universal—but the evil are probably more ingeniously and actively evil than in any other community. They see and avail themselves of opportunities of evading the laws of the land in a manner testifying to their cleverness but not to their sense of justice. Now the world is a witness that whilst this monetary revolution was in progress in the United States, the financial serenity of Canada remained unbroken. While money in Wall Street ranged up to 125 per cent., the rate of interest in Canada remained at from 6 to 7 per cent. from the Atlantic to the Pacific. While American bankers and financiers were in anxious council at midnight and on Sundays, the bankers of the Dominions were pursuing the even tenor of their ways; and while specie and currency payments were suspended the length and breadth of the American Republic, currency remained as plentiful as ever north of the 49th degree of latitude. And do you know that in Chicago, when business was being conducted with cheque and clearing-house certificates as the almost sole medium of exchange, the only member of the Chicago clearing-house which did not take out clearing-house certificates — continuing to pay out gold and currency — was a Canadian bank; the one which I have the honour to represent? Need more be said? but I go much further, and declare that the chaotic condition of affairs recently existing in the United States could not possibly occur in Canada, because, in the first place we have a better breed of people; secondly, we have a banking system and currency laws admirably adapted to the requirements of the country; and let me add, law and order are maintained; and justice is procurable under the Union Jack in a manner rare in, at any rate, the Western portion of the United States." Mr. Taylor concluded with a tribute to Earl Grey.

Major Stephens, who responded, then dealt with the scheme to develop Montreal Harbour, in connection with which he, as President of the Harbour Commission, is visiting the great shipping centres of Europe, with the details of which our readers are already familiar, as *Canada* published an interview last week, in which Major Stephen went fully into the matter.

Colonel H. E. Rawson, C.B., proposed the toast of "The Guests."

Lord Ranfurley, Chevalier Marconi, and Mr. Simon replied. The Chevalier said that Canada and Canadians had always taken a very friendly interest in the science with which he was connected. He knew no part of the world that had a greater system of wireless telegraphy than the stations on the River and Gulf of St. Lawrence.

Mr. C. A. Duff Miller then proposed the toast of the President, which was suitably acknowledged.

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GEMS OF CANADIAN SONG.

XIX.

Of the younger French-Canadian poets, Sir Wilfrid Laurier most admires Albert Lozeau, whose verse has also been praised by the severe critics of Paris. As yet this singer of Quebec has not yet come to his full strength; a fact not to be wondered at when it is remembered that, just as his school days were at an end and he was preparing for a commercial career, a deadly illness caused him to enter what Heine justly called a "mattress-grave," where he spent nine long years. There he learnt in suffering what he has taught in song, and earned the sympathy of all who saw how the poet's will triumphed over physical ills. There never lived so modest an author. "Je suis resté neuf ans," he has said in a pathetic fragment of autobiography, "les pieds à la même hauteur que la tête; ça m'a enseigné l'humilité. J'a rimé pour tuer le temps qui me tuait en revanche. Je suis particulièrement abondant en faiblesses. C'est que je n'ai pas fait mon cours classique, que je ne sais pas le latin dont la connaissance est indispensable pour bien écrire le français. J'achevais un cours commercial quand la maladie m'a jeté sur le dos. Je ne connaissais absolument rien de la littérature française, et c'est couché et très malade que j'ai appris l'existence de Chénier, Hugo, Lamartine, Musset, Gautier, Leconte de Lisle, et de la plupart de vos grands maîtres." All this was written in a letter to a Parisian friend, and the poet goes on to say that, but for the contagion of the rhyming fever, despair and death would have been his lot. But it was a noble fever, as the following sonnet, taken almost at random, clearly proves: —

Soirs qui viennent plus tôt du ciel plus bas; septembre,
Première effeuillaison des choses vers le sol
Premiers départs ailés dans l'innombrable vol
Parti des arbres en essaim de pourpre et ambre.

Premier retour au livre oublié dans la chambre
Seuls vrais repos plus frais sur l'oreiller plus mol,
Apaisement profond des sens que l'été fol
Exaspéra; bonheur vague de chaque membre.

Automne cher! Saison propice au souvenir
Comme un vieil air joué dans l'âme allant finir
Je ne t'ai pas toujours goûte. Je m'en étonne.
Puisqu aujourd'hui, pareils en mes regrets nombreux.
Pour me sentir le cœur déçu moins malheureux
Il me suffit d'un peu de musique et d'automne.

Here the autumnal transition of life from a major to its minor key is exquisitely suggested. His musically fantastic poem, entitled "A Madame la Lune," is too long to give in its entirety, too much of a living creation to be torn into quotations. A cynical critic has said that Mr. Lozeau cannot write fifteen perfect lines in succession; granted the truth of the criticism, he can yet write a perfect sonnet. The latest news from Montreal gives hopes of his complete recovery, and it is certain that Sir Wilfrid Laurier's sympathetic praise will be fully justified ere long—perhaps by the gift of a crown from the French Academy.

HOW TO WRITE A NOVEL.

Mr. Robert Barr, the well-known Canadian novelist, has been visiting his parents at Windsor, N.S., and he found time to tell the Windsor Literary Society how to write a novel—his advice on the subject being half concealed in an agreeable flow of reminiscences. Like all beginners, he suffered from rejections at the start; the sickening thud of a rejected manuscript falling in a letter-box was as familiar to his ears as to many another who has won ha'pence from publishers, kicks from critics, and the favour of the novel-reading public. Mr. Barr, it appears, became a novelist by accident. He was in England, getting out a Christmas edition of the *Detroit Free Press*, and when a story promised by a well-known novelist was not forthcoming, he set to work and filled the gap. His story was very successful, and several editions of it were printed. In his address to the budding novelists of Windsor, Mr. Barr laid stress on the value of an idea, and said that, unless it originated in his own mind, the best of ideas was of no consequence to him. Sir Gilbert Parker thinks differently, and so do many other writers—Mr. De Morgan, the new Dickens, among them—who are content to get together a few characters and then let them do and say what they like. During his remarks the author of "The Mutable Many" (a really big novel) said that he was hunting for a man who told him a yarn of a Dublin clergyman who married a fashionable lady, settled down in Michigan, and had many adventures. The couple were attacked by Indians, and a relief expedition went to their rescue, but in the end it was the clergyman's wife who had to plead with the Indians for the safe return of the relief expedition. There are possibilities in the plot, and "I've been searching," said Mr. Barr, "for the man who told me that story, and I can't find him." It would be interesting to know how the lady contrived to rescue the expedition. Perhaps, like Marie Dressler she depended not so much on her own charms as on "a love of a lid like this" (i.e., an elegant hat) and other glorious raiment. However, he did not give a complete recipe for novel-writing to his Windsor admirers. But they will find what they want in the following quotation from the *Winnipeg Saturday Night*, a vivacious disciple of the famous Toronto journal: —"Take a statuesque blonde who looks like a cloak-model and talks like a princess, a statuesque man who looks like a shop-walker and talks like a matinée hero; add one murder mystery, two missing wills, four runaway motor-cars. Mix with two deadly enemies for twenty chapters, and when the mixture comes to a boil, rapidly stir in four pages of soft talk, one-half page of tears, one half page of silence, four pages of hugs, five pages of clinging embraces, and forty-two pages of mad kisses, scattering them quickly over the brow, ear, hair, lips, and cheeks of the heroine. Close quickly and serve while warm." Mr. Barr does not use that recipe. But the young authors of Windsor are not de-Barred from using it.

A MONTREAL PLAY.

The "Sword of Damocles," an historical play written by Mr. Clifford Smith (of the *Montreal Star* staff) and translated into French by Mr. Paul Cazeneuve, has been successfully produced at the Théâtre National Français, in Montreal. The play depicts the life of the famous Comtesse du Barry, whom the author has wisely idealised to some extent, emphasising the good attributes revealed in her *Memoirs*, and touching lightly on the evil qualities. The wise dramatist does not trouble to be "historical," since an audience seldom includes a sufficient number of professed historians to make a disturbance when the curtain falls. It is to be hoped that Mr. Smith's drama will some day reach London, where the romantic costume-play is still in vogue, and, provided it has a touch of the Sardouesque quality of "atmosphere," is almost certain to be a profitable success. The Canadian novel is already established in British favour, and why should not the Canadian play make a like conquest?

INSTANTANÉ.

X.—Les Poulettes du Roi.

"C'est la poulette grise." Toutes les mamans, pauvres ou riches à Quebec comme à Rouen, à Paris, et à Montreal, et tout les gosses connaissent bien cette chanson douce à nous faire pleurer, parce'que nous sommes si vieux. Mais Maman fredonne,

C'est la poulette grise
Qui pond dans l'église
Ell' va pondre un beau p'tit coco
Pour son p'tit qui va fair' dodo!

Et tandis que la chère chanteuse continue, et tandis que la poulette blanche pond sur la branche, que la poulette noire pond dans l'armoire, que la poulette verte pond dans le couverte, que la poulette brune pond dans la lune, bébé sourit aux anges et s'endort. Le roi s'endort. Vive le roi!

FRENCH-CANADIAN BOOK-MARKS.

On this occasion "book-mark" signifies the rhymed ex-libris, written inside the cover of a school-book, which threatens with divers penalties the person who would steal or injure it. A favourite form with the schoolboys of Quebec is: —

Si tenté du démon,
Tu dérobes ce livre,
Apprends que tout fripon
Est indigne de vivre.

Another often used is: —

Ce livre est à moi,
Comme la France est au Roi.

and it is said to be the universal form at Rivière-de-Loup. This couplet is at least a century old, and it preserves into this age a remembrance of the time when the Mother Country of Quebec was still a monarchy. It often happens that the ex-libris is a mixture of French and Latin. The following is written under a picture of a Pierrot hanging on a gallows of a tree like the fruit of the orchard-close of Louis XI.: —

Adspice Pierrot pendu
Qui hunc librum n'a pas rendu!
Si hunc librum reddidisset,
Pierrot pendu non fuisset!

The second and third forms have been found in use in Paris schools, but not the first.

NEWFOUNDLAND COLLOQUIALISMS.

An examination-paper on the peculiar words and phrases current in various parts of Greater Britain might include the following question on Newfoundland colloquialisms: —

Give the meanings of brews, cruising, douse, dout, frore, linhay, scat, starrigen, and yary.

All these words, with two exceptions, are found in good English literature. Answers shall be given next week.

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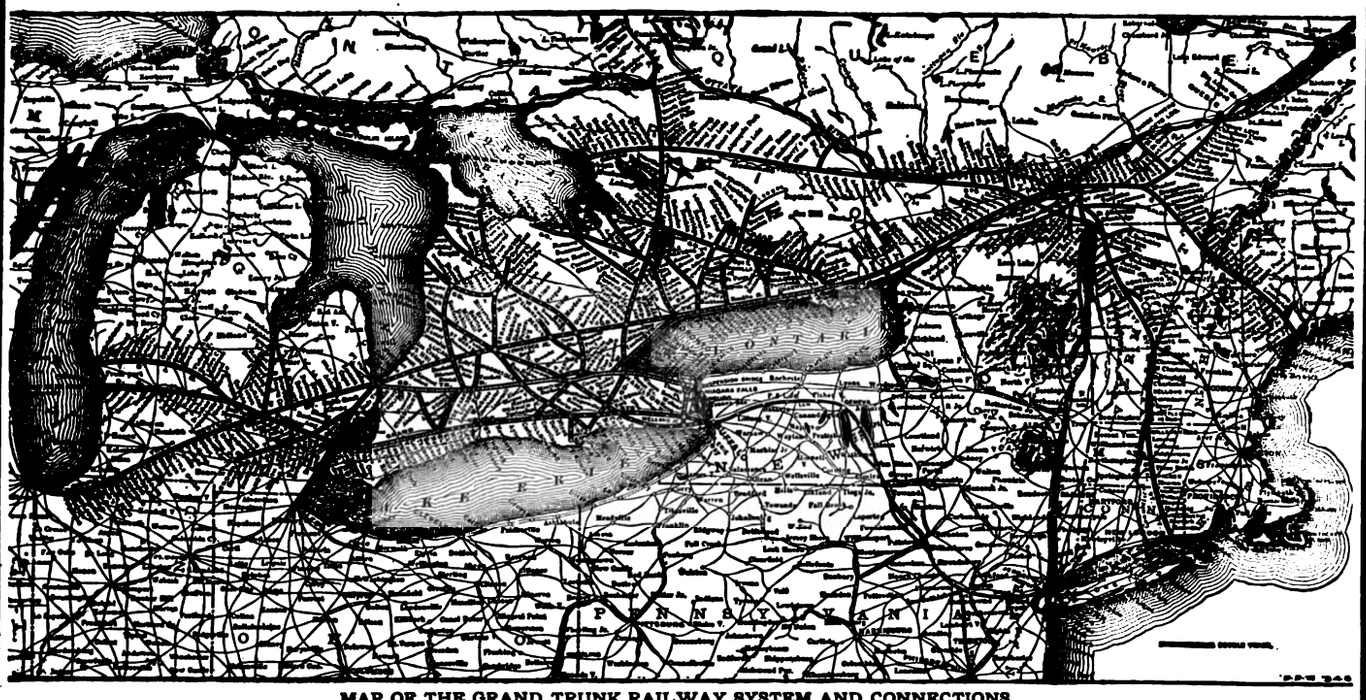
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PURELY PERSONAL

Their Royal Highnesses the Prince and Princess of Wales and the Prince and Princess Christian, together with H.R.H. the Princess Louise and the Duke of Argyll, H.R.H. Prince Arthur of Connaught, H.I.H. Prince Alexander of Teck, and his Grace the Archbishop of Canterbury, have graciously given their patronage to the Empire Day Concert which is to be given in the Albert Hall on Saturday afternoon, May 23, the proceeds of which will be devoted to the Empire Education Fund and the Victoria League. The Royal Choral Society, the London Symphony Orchestra, and many famous artistes will take part in this patriotic concert, which has for its objects the observance of Empire Day, and the benefit of organisations for the furtherance of Empire work. The concert will be under the honorary direction of Dr. Charles A. E. Harriss, of Montreal and Ottawa.

The Hon. G. P. Graham, Minister of Railways, has been unwell for a few days, and has not been able to attend to his Parliamentary duties.

The Hon. Lomer Gouin, Premier of Quebec, has returned home after spending a month in Mexico. The Premier enjoyed his stay, and is in better health than when he left. While in Mexico City he was received by President Diaz, who manifested much interest in the affairs of Canada. Mr. Gouin was much impressed with the great enterprises which are being carried out by Canadians in the country.

The Hon. A. Turgeon, Attorney-General of the Province of Saskatchewan, has been entertained at dinner by his constituents at Prince Albert in celebration of his return to the Legislature.

The reception at Government House, Edmonton, held in connection with the opening of the Alberta Legislature, was largely attended, the guests numbering 225, including the members of the Cabinet and of the House, the justices of the province, the officers of the Militia, and many other well-known people. The guests were received by the Hon. G. H. V. Bulyea, the Lieutenant-Governor, Mrs. Bulyea, and Mrs. Sifton, the wife of the Chief Justice of the province.

Sir L. N. Casault has been elected Honorary President of the Institute Canadien of Quebec for the present year. The president is the Hon. P. B. de la Bruère.

Sir H. Montagu Allan has returned from Europe.

Mr. C. M. Hays, second Vice-President and General Manager of the Grand Trunk Railway, and President of the Grand Trunk Pacific Railway, is visiting London. He is staying at the Ritz Hotel.

The marriage of Miss Tatlow, daughter of the Hon. R. C. Tatlow, Minister of Financeof the Province of British Columbia, and Mr. Fitzallan Cornwall, son of the Hon. Clement Cornwall, formerly Lieutenant-Governor, of British Columbia, has been celebrated at Christ Church Cathedral, Victoria, B.C. Mr. and Mrs. Cornwall will reside at Ashcroft, B.C., where Mr. Cornwall has a ranch.

Mr. Frank W. Morse, the Vice-President and General Manager of the Grand Trunk Pacific Railway Company, has been elected to the Board of the Montreal Trust and Deposit Company.

Lieutenant Boyd Alexander, who recently received the gold medal of the Royal Geographical Society at Antwerp in consideration of his famous journey across Africa from the Niger to Lake Tchad, and thence to the Nile, is the son of a former resident of Canada. His father was Lieutenant-Colonel Boyd Francis Alexander, who went to Canada about the middle of the last century and remained until the early 'seventies. Colonel Alexander was then a major under the late Lord Alexander Russell in the 1st Battalion of the Rifle Brigade. Lieutenant Alexander was born in 1873, and was for some years an officer in his father's old regiment.

Mr. James Kent, K.C., who was appointed Acting Minister of Justice of Newfoundland on the resignation of Sir Edward P. Morris, has been confirmed in that office.

Sir William Van Horne, Chairman of the Board of Directors of the Canadian Pacific Railway, is staying at the Savoy Hotel.

Mr. J. A. Smart, some time Deputy of the Interior, is at present in England.

Mr. J. H. Turner, the Agent-General for British Columbia, is ill in bed with influenza, and will not be able to attend to his official duties for a few days.

The engagement is announced of Miss Inez H. McGarry, of St. Lambert, daughter of Mrs. R. Vincent McGarry, and granddaughter of the late James Vincent, to Mr. Charles Henry Sheffield, only son of the late C. H. Sheffield, of Kent, England.

The engagement of Mrs. George Campbell, widow of the late Captain Campbell, R.N., formerly Miss Elsie Banks, and granddaughter of the late Sir David Macpherson, Toronto, to Major Charles Dobell, son of the late Hon. R. R. Dobell, Quebec, is announced.

The Nova Scotia Barristers' Society has elected the Hon. B. F. Pearson, K.C., M.P.P., as its president for the ensuing year.

A CANADIAN LADY AND HER DESCENDANTS.



The ninetieth birthday anniversary of Mrs. William Edwards, of Ottawa, which occurred in January, was an event of more than ordinary interest, as will be seen from the gathering of her descendants here given. Mrs. Edwards has in all ninety-seven living descendants, as follows:—Seven sons, three daughters, twenty-three grandsons, seventeen granddaughters, fifteen great-grandsons, twelve great-granddaughters, and twenty sons-in-law and daughters-in-law. One of her sons is the Hon. W. C. Edwards, a member of the Dominion Senate. Both of Mrs. Edwards' grandfathers, Charles Cameron and Donald McNair, fought under General Wolfe on the Heights of Abraham in the battle that resulted in the capture of Quebec, taking part in the whole of that trying campaign.

BIRTHS, MARRIAGES AND DEATHS.

Announcements under this heading are charged for at a minimum of 3s., or 75c., for 24 words or under, every additional word one halfpenny or one cent, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

OMAND.—At Toronto, February 19, to Mr. and Mrs. W C. Omand, a son. (By cable.)

MARRIAGES.

BILKEY—NICHOLS.—At the Church of St. John the Evangelist, Ottawa, on February 13, by Rev. Canon Pollard, Charles Lewellen Bilkey, M.A., of St. James' Church, Kingston, eldest son of Rev. R. A. and Mrs. Bilkey, of Toronto, to Amy Sophia Mountstephen, only daughter of the late Wm. Nichols, Esq., and Mrs. Nichols, of Ottawa, and granddaughter of the late Wm. Nichols, of Ivy Bank, Burton-on-Trent, England, and the late J. D. Schagel, of Cushing, Quebec.

YOUNG—SMITH.—On Friday, February 14, at St. George's Church, Montreal, by the Rev. H. P Plumptre, S. C. Young, son of the late Mr. Maitland Young, of Burlington, Ont., to Mrs. G. Maitland Smith, of Montreal.

DEATHS.

DRYSDALE.—In Montreal, on the 8th inst., William Drysdale, in his 78th year. (Stirling and Alloa, Scotland, papers please copy.)

JEPHCOTT.—At 12, Major Street, Toronto, on Thursday, February 6, William Jephcott, formerly of Birmingham, England, in his 86th year.

CROSS.—At New Westminster, B.C., on January 24, William Bagshaw Cross, formerly of Toronto. (London papers, please copy.)

RANKIN.—At 84, Cumberland Street, on the 15th inst., Margaret Macaulay, widow of Hugh Rankin, chemist, Glasgow. (Canadian papers, please copy.)

SCOTT.—On February 19, at 11, Park Crescent, Oxford, Elizabeth, wife of Lieut.-Col. W. L. R. Scott, formerly of the 62nd Regiment, and daughter of the late Edward Lawson, of Halifax, Nova Scotia. (Nova Scotia papers, please copy.)

GZOWSKI.—On February 18, at Toronto, Canada, Maria, widow of the late Sir Casimir S. Gzowski, K.C.M.G., aged 86

BUCHANAN.—At Victoria, British Columbia, on the 8th inst., May, wife of George Leith Buchanan. (Scottish papers, please copy.)

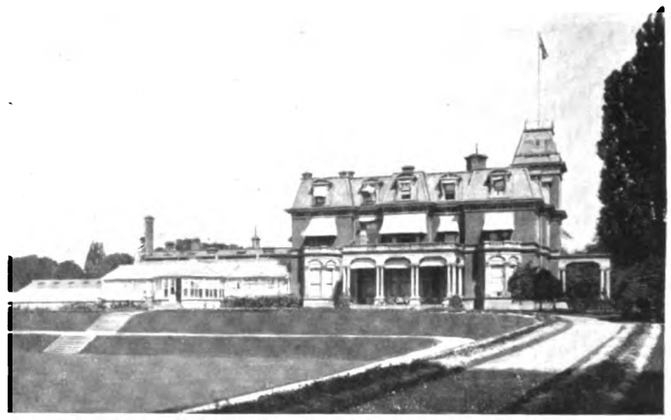
MACRONE.—At Survey Camp, near Kitimaat, British Columbia, on January 27, Grieve Macrone, civil engineer, second son of the late Grieve Macrone, 13, Millbrae Crescent, Langside, Glasgow.

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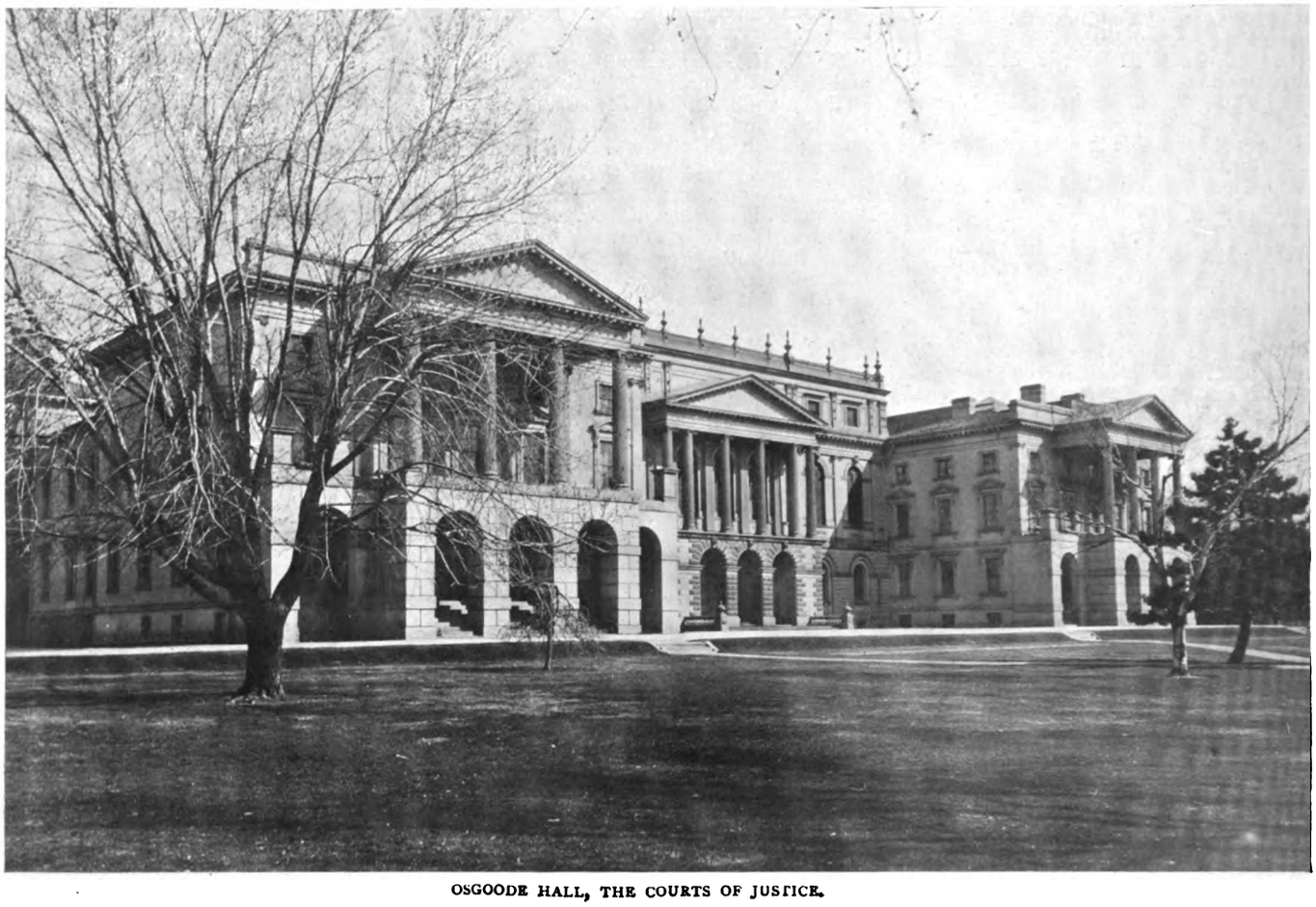
TYPES OF ARCHITECTURE IN TORONTO.



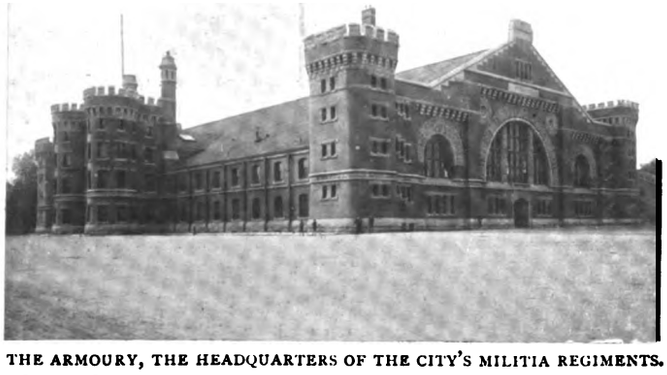
THE SCHOOL OF PRACTICAL SCIENCE.



GOVERNMENT HOUSE, THE RESIDENCE OF THE LIEUTENANT-GOVERNOR.



OSGOODE HALL, THE COURTS OF JUSTICE.



THE ARMOURY, THE HEADQUARTERS OF THE CITY'S MILITIA REGIMENTS.

Photos by]



THE COLLEGIATE SCHOOL, HARBORD STREET.

[J. Fairbairn Scott.

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CANADIAN INVESTMENTS

No. 15.

BONDS, DEBENTURES, MORTGAGES, REAL ESTATE.

In reply to numerous requests from investors in Great Britain, France, and Germany for detailed and authentic Reports on various forms of Investment in the Dominion, such as Municipal and Industrial Bonds, Railway Stocks, Mortgages, Real Estate Investments, Lumber and Mining Properties, etc., "Canada" will publish each month Special Articles dealing with these matters, which we trust will be of use and value to our readers.

THE DEMAND FOR CANADIAN BONDS

A Chat with a London Bond Broker.

(Special to "Canada.")

In conversation with a Canadian resident for many years in London who deals exclusively in Canadian and American bonds, a representative of *Canada* was informed that there had been a good demand for unlisted securities during the past month, especially for municipal bonds. "Since the beginning of the year," continued our informant, "I have placed with British investors Canadian stocks to the value of $1,500,000—ample evidence of their popularity in the financial market."

"What class of bonds have been most in favour?"

"Those of cities which are willing to pay a good rate of interest, say about 5 per cent. The most favoured investments have been the municipal bonds of towns like Port Arthur, Fort William, Calgary, Edmonton, and similar towns yielding about 5 per cent. There has also been a good demand for the bonds of cities in the East, and the Maritime Provinces are coming into favour in this respect. Many City of Halifax bonds have been sold here, also those of St. John, Fredericton, and Moncton. Quite a few of these issues have been exhausted. Excepting Toronto, London, Hamilton, and a few of the other larger cities, however, the demand for Ontario municipal bonds is slack. For the principal towns of that province there is a good call, but the smaller municipalities do not offer a sufficiently high rate of interest to attract British investors. Provincial bonds have been in favour."

"How about industrials?"

"There has been a very satisfactory sale of the better class tramway bonds to yield about 5 per cent. For those of the Montreal Warehousing Company there was a decided demand, as they are guaranteed by the Grand Trunk Railway Company."

"Is the popularity of Canadian securities likely to continue?"

"Yes. There is a feeling manifested on the part of Canadian holders of bonds, however, to advance the price. This is having the effect of stopping business to some extent, as British investors are now beginning to look out for bonds of other countries which have not advanced their prices to the extent the Canadians seem inclined to do. But there is an increasing market for Canadian good-class stocks and a feeling of trust in the Dominion and its future."

FINANCIAL AFFAIRS IN CANADA.

(From Our Montreal Correspondent.)

"I do not consider it an opportune time for me to make any detailed reply to the criticisms passed upon my policy and actions while manager of the Sovereign Bank," said Mr. D. M. Stewart, now head of the Montreal private banking firm of Messrs. D. M. Stewart and Co., to the Montreal representative of *Canada*, who sought to ascertain his attitude in view of recent statements made in connection with the winding up of the bank.

Mr. Stewart added that, without going into details, he felt that the best answer to the officials who had "given away for nothing" to twelve other banks the business which it had taken him five years to build up was to be found in their own declaration after the reorganisation took place last summer that the bank was in a thoroughly sound condition, and they looked forward to doing a successful and thriving business.

Dismissing the delicate subject of the Sovereign Bank, Mr. Stewart said that he should like to take the opportunity of asking *Canada* to draw the attention of British investors to the opportunity for capital finding remunerative employment in the splendid spruce forest of the province of Quebec, bountifully served by magnificent rivers, in which waterfalls abound.

"There is," said Mr. Stewart, "an increasing demand for pulpwood and timber limits on the part of United States investors, who mean to come over the borders and set up mills in Canada. As the forests of the United States are every year getting nearer the point of exhaustion the pulpwood resources of Canada, which are unequalled in the world, will become more and more valuable.

Come Out and Investigate.

"British investors could not do better than investigate some of the excellent properties which, owing to the abnormal financial conditions, can be picked up more cheaply now than at any other time. The price of paper is steadily advancing, and the success of the pulp industry in Canada, under capable management, is brought home to us very strikingly by the announcement of the increase in the dividend on the common stock of the Laurentide Paper Company. This company's timber reserves have increased enormously in value since it began operations, and the popularity of its bonds, preferred stock and common stock, needs no demonstration."

Whilst the forest wealth is far from inexhaustible, except it be made so by careful husbandry, Mr. Stewart holds that it affords an immense opportunity for profitable development. The rivers and railways tap the richest spruce areas in all directions, and hundreds of square miles, heretofore unserved by means of transportation, are now within easy reach of the world's best markets. Here are the three great fundamental requisites, in Mr. Stewart's opinion, for the making of pulp or paper—abundance of cheap wood, cheap power, and excellent transportation facilities.

British v. American Enterprise.

There are under timber licence in Quebec about 70,000 square miles of Crown lands, of which it is known that about 12,000 square miles are held by Americans; but the American practice during recent years has been to acquire lands through companies organised in Canada. A quantity of Canadian pulp-wood has been exported to the United States, but there is a strong movement among Canadian paper men in favour of the imposition of an export duty on timber, and it is, Mr. Stewart thinks, highly probable that this will be successful, as public sentiment is strongly against the exportation of wood for the benefit of American mills, for which the country gets only $6 per cord. The same cord of wood, if made into pulp, would be worth $20, and if manufactured into paper, almost $40.

Reasons for Previous Failures.

On being asked whether the experience of English investors in regard to the Imperial Pulp and Paper Mills at Sturgeon Falls was not rather discouraging to those who might wish to put their money into such undertakings, Mr. Stewart replied that he did not think so. Under the new management, which would carry on operations in conformity with the business methods prevailing on this continent, he predicted just such another success at Sturgeon Falls as had been experienced by the Laurentide Paper Company. The mistake made in the first instance by the Imperial Paper and Pulp Company was in adopting English practice. Success here, as in all other spheres of industrial activity, is only to be gained on this continent by the adoption of American methods. "The province of Quebec will probably be the greatest paper producing area in the world, but the managers who are to establish the industry successfully must be trained on this side of the Atlantic," concluded Mr. Stewart.

ORGANISED PUBLICITY.

Canadian Municipal Advertising.

The annual reports of the Industrial Bureau of Fort William, Ontario, and the Publicity Section of the Board of Trade, Calgary, Alberta, afford conclusive evidence of the extent to which the interests of Canadian towns are promoted by the energetic work of such bodies. As a result of magazine and newspaper advertising and the printing and circulation of illustrated booklets, the secretary of the Fort William Industrial Bureau states that many inquiries were received from manufacturers and investors, not only in Eastern Canada and the new New England States, but also from the United Kingdom. Capital was introduced and manufacturers entered into negotiations with a view to locating plants in the city. The president of the Board of Trade of Calgary reported that 3,200 communications were received during the year as a result of the publicity campaign inaugurated by the Board and supported by the City Council. In both reports favourable mention is made of the results which accrued from the insertion of advertisements in *Canada*. The Fort William report states that inquiries were received from England, and that four Scottish shipbuilding firms corresponded with reference to the prospects for shipbuilding on the Great Lakes, one of which is seriously considering the advisability of installing a plant at the great Lake Superior port. Calgary did most of its work by the circulation of illustrated literature, but the report mentions that an advertisement in *Canada* "has brought forth excellent results."

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Saskatchewan Wheat Lands.

Buy a Farm in the fertile Province of Saskatchewan. Of the many fine farming areas of this province, none possess greater advantages than the

LAST MOUNTAIN VALLEY DISTRICT.

Average wheat yield, 29.2 bushels per acre. Ample rainfall. Warm, kindly, quick-ripening, loam soil; clay subsoil. Railways, markets, churches, schools. Already densely settled; no pioneering. The Last Mountain Valley district is this year reaping its seventh successive bumper crop.

Price from $10.00 to $20.00 per acre. Terms so arranged as to make the land pay for itself if cultivated.

New settlers or visitors to Canada are given a cordial invitation to call at our Winnipeg office. Whether for personal farming or for investment, we can offer you a proposition that is as safe as Consols and infinitely more profitable.

WILLIAM PEARSON CO., Ltd.,
371, Northern Bank Building, WINNIPEG, CANADA.

Oldfield, Kirby & Gardner,

GENERAL AGENTS.

MORTGAGE LOANS.—Investments made in First Mortgages on City and Farm Properties at rates from 5½ to 8 per cent. interest.

INTEREST.—Interest allowed at the rate of 3 per cent. from receipt of funds to date of investment.

CLIENTS.—Large sums invested for English Clients to whom references can be given.

WESTERN INVESTMENT AGENTS FOR—
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The Norwich Union Life Insurance Society.
The Yorkshire Insurance Company.

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OSLER HAMMOND & NANTON,

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Companies Represented:

Law Union & Crown Insurance Company	Alberta Railway and Irrigation Company
North of Scotland Canadian Mortgage Company, Ltd.	Calgary and Edmonton Land Company, Ltd.
New York Underwriters Agency	Saskatoon and Western Land Company, Ltd.
Western Assurance Company	Winnipeg Western Land Corporation, Ltd.

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AND INCREASED EARNINGS.

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For Clients on First Mortgages on Wheat Lands in Manitoba, Alberta, and Saskatchewan, and also on Improved Properties in Winnipeg, which give a Net Return to the Investor of

SIX PER CENT.

All Securities Carefully Inspected by us. Over $500,000 now Invested for Old Country Companies and Individuals.

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COMPANIES REPRESENTED—

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IS WORTH **8½** PER CENT.

Invested by us in First Mortgage Securities on choice Farm Properties.

Rogers Realty Company, Ltd.

258, Portage Avenue,
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References: Mr. W. P. Machaffie, Manager Bank of British North America, and the Manager CANADA.

Reliable Correspondents Wanted throughout Britain.

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Canadian Municipal Bonds.

(From Our Own Correspondent.)

The City Fathers of Ottawa have received an offer from Parr's Bank to extend their loan to that city, which amounts to about £150,000, for another three months after March 9, when it falls due, with an option of renewing it at the end of that that time, for another three months. The city, however, will pay one-quarter of 1 per cent. less interest. At present it must pay 1 per cent above the Bank of England rate, whereas the new arrangement will be for only ¾ per cent. more. The minimum charge will be 4½ per cent., which is the rate the city has to pay the Bank of Ottawa on all overdrafts. The present Bank of England rate is 4 per cent., so that with this rate the city would have to pay 4¾ per cent.

The recent sale of $555,000 bonds of the city of Regina led to complications owing to certain formalities not having been complied with. Instead of advertisements for tenders being inserted for three weeks, as required by law, they were withdrawn after fifteen days; other legal omissions rendered the original tender of $94.38 for the entire block, which had been accepted, invalid. The next best bid was $90.62. To avoid the necessity of issuing fresh tenders, the firm which made the tender of $94.38 allowed their bid to stand upon condition that the by-laws were revoted and interest was paid half-yearly instead of yearly.

The Winnipeg City Council has decided to issue $6,500,000 of new debentures in order to obtain the necessary funds to put its finances upon a satisfactory footing. Four millions will be used to redeem an existing overdraft, floating loans, and other liabilities, and one million dollars will be used to put the sinking fund upon a good footing. The outstanding debentures, prior to this arrangement, totalled $12,893,000, including bonds in hand (unsold) of $4,500,000. The present assessment of rateable real property in the city is $93,825,000 plus $3,000,000 of business tax-rateable property.

Western Canadian City bonds continue in demand by British as well as Eastern Canadian brokers. Among the prominent deals was the purchase by Messrs. Coates, Son, and Co., of London, of over $500,000 City of Edmonton bonds. The full issue amounted to £170,000, and the price realised was £95 10s. 6d. unstamped; full value £100; interest 5 per cent. paid half-yearly.

—**—

FLUCTUATIONS IN COBALT SHARES.

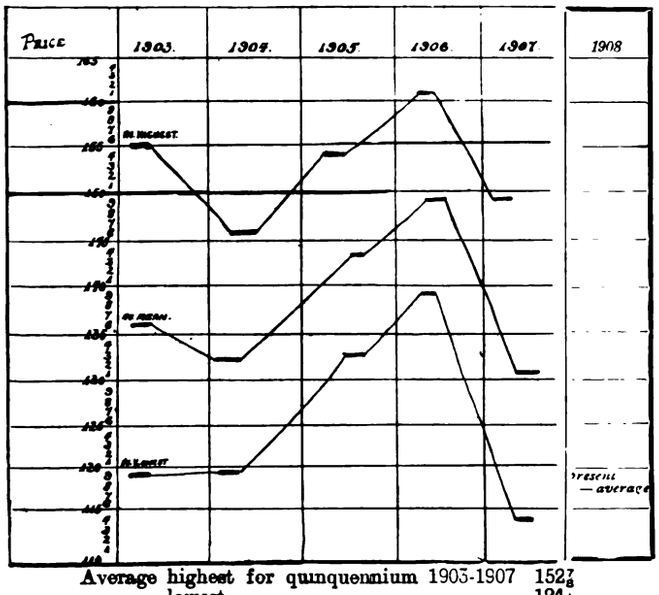
The following is a comparison of the prices of the principal Cobalt shares on the latest date available, compared with the quotations to hand on December 20 and Jan. 16 last:—

COMPANY.	Par Value.	On Dec 20.	On Jan. 16.	On Feb. 15.
Foster-Cobalt	$1.00	.55	.64	.62½
Trethewey	$1.00	.47	.52½	.49½
Buffalo	$1.00	1.50	1.50	2.00
McKinley-Darragh Savage	$1.00	.78	.82	.75
Cobalt Silver Queen	$1.00	60	.70	.95
Coniagas	$5.00	3 95	4.00	3.97½
Kerr Lake	$5.00	3.75	2.95	3.50
University	$10.00	1.00	1.00	2.25
Nipissing	$5.00	6.00	7.00	6.31

CANADIAN SECURITIES INDEX STATISTICS.

(Compiled from Montreal and Toronto fluctuations.)

The following chart, compiled from reliable data, gives the extreme variations and means in a group of representaeive Canadian securities of the average nominal value of 100 per cent., including steam and electric railway, banks, public utility, iron and steel, electrical, mortgage, navigation, and general industrial investments, and will be useful to investors in this country desirous of keeping in touch with fluctuations on the Canadan exchanges. The present average quotation is given, and future variations will be duly noted.



Average highest for quinquennium 1903-1907 152⅞
,, lowest ,, ,, 124¼
,, mean ,, ,, 138½

The present average price is 118⅜, which is 5⅞ below the average lowest for the quinquennial period.

COBALT MINING NOTES.

By a Mining Engineer.

(Special to "Canada.")

The record of Cobalt for 1907, the fourth year of the Camp's history, is a very satisfactory one, and should go far towards reinstating this wonderfully rich and much abused district in the good opinion of the public. It has been a very unfortunate fact that a large percentage of the Cobalt stocks offered and boomed in England were those of companies which owned or controlled properties of very doubtful value, in some cases not even in the proven Cobalt field, and doubly unfortunate that very few English mining people of standing have interested themselves in the development of any of the properties in the proved area.

Cobalt produced in 1904	158 tons, valued at	$136,217
Cobalt produced in 1905	2,144 tons, valued at	$1,473,196
Cobalt produced in 1906	5,129 tons, valued at	$3,900,000
Cobalt produced in 1907	14,500 tons, valued at	$5,877,000
Total	21,931	$11,386,413

The Camp produced in 1907 nine million ounces of silver, which is 5 per cent. of the world's production, and 16 per cent. of the total production of the United States. The value of the



A PARTY OF PROSPECTORS AT COBALT.

output for the year was over $300,000 more than the total production for the first three years. And this in spite of very serious drawbacks, which materially decreased the shipments. The strike, which lasted three and a half months, tied up to a great extent all of the shipping mines, and caused a great curtailment of production.

The unsatisfactory arrangements with the smelters and the low price of silver resulted in a policy on the part of the management of the mines of retrenchment and reduction of shipments. The unfavourable condition of the money market made it practically impossible to raise funds for opening up new properties. With all these difficulties there were twenty-nine shipping mines on the list, which produced nearly six million dollars' worth of silver. A little over 80 per cent. of the ore went to the smelters in the United States for reduction, the remainder being treated in Canada. The problem of smelting these remarkably high-grade ores is a serious one, and until it is settled Cobalt will suffer under a material disadvantage.

The concentration of the low-grade ores will relieve the Camp, to some extent, of the high smelter charges, and the problem of concentration seems to be satisfactorily solved.

There are either in operation, or nearing completion, six plants for concentrating the so-called low-grade ores, which run from 10 oz. to 1,000 oz. per ton. Two of these plants are public concentrators, erected to handle the output from mines which have not installed plants of their own.

In mining the narrow veins of rich ore, thousands of tons of wall rock are taken out. In some of the veins this rock carries high values in native silver. . . . .

Your correspondent has recently visited the new silver camp in the Montreal River district, about fifty miles north-west of Cobalt. There has not yet been sufficient development work done to allow for a definite idea as to the future of this district, but there is every indication that some valuable shipping mines will be opened up. Silver has been found on something over 150 claims in an area twelve miles square. The mineral bearing formation is diabase, and the veins in which silver is found are calcite, barite, or aplite. While no veins as rich as those of the Cobalt Camp have been located, sufficient values have been shown to make the prospects of the new Camp becoming a producer very good indeed.

The Committee formed at Vauvert (Gard), the birth-place of Montcalm, has decided to have two statues of the great soldier made. One will be kept in France, while the other will probably be presented as a national gift by France to the town of Quebec. About eight thousand francs have already been subscribed for the purpose.

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SELECTED FARM LANDS IN WESTERN CANADA.

Six Sections (comprising 3,840 Acres) of carefully selected Wheat Lands, in

The Last Mountain Valley District.

This land is high rolling prairie, excellent quality of soil, and admirably suited for wheat growing on a large scale. Price for individual sections (or 640 acres) $12.00 per acre. Terms $4.50 per acre cash, and the balance in four equal annual payments, interest 6%. A substantial reduction in price quoted would be made to anyone purchasing the six sections *en bloc*.

320 acres twelve miles West of Rosthern, situated in the best German settlement in Western Canada. Price $15.00 per acre on suitable terms.

Funds invested for a term of five years, to net investor 6%. Interest paid promptly every six months.

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McCallum's Real Estate Mart, TRURO, N.S.

10 to 1,000 acres Farms from £40 to £5,000.

Mr. W. D. McCallum is now in London, and will be pleased to give full particulars. Address:

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Mr. A. W. BRIDGMAN has had many years' experience as a Valuator, and will be glad to correspond with Investors seeking first-class Mortgage Securities on improved Properties.

Bankers: Canadian Bank of Commerce.

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City and Farming Property and Cattle Ranches for Sale. Money Invested on First Mortgages on the Best Class of Improved Residential Property in Victoria and Vancouver at Rates ranging from 7 to 8 per cent., the Amount Loaned being from 40 to 50 per cent. of the Value.

Reference: The Canadian Bank of Commerce, 2, Lombard Street, London.

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WITH

Robert S. Day & Beaumont Boggs,

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Money Invested on First Mortgage from 6 per cent. upwards on approved property in the Capital of the Province.

GENERAL AGENCIES:
GUARDIAN ASSURANCE CO., LTD.
LAW UNION & CROWN INS. CO.
LONDON GUARANTEE & ACCIDENT CO.

British and Canadian references can be given. Correspondence welcomed.

CATTLE RANCH,

Near KAMLOOPS, B.C.

I have FOR SALE a Magnificent Cattle Ranch, consisting of 840 acres of freehold, 7,000 acres of leasehold partly fenced; 335 head of first class graded stock; 16 horses and colts; good log residence; 2 bunk houses; 1,000 inches of water; some splendid hay meadows.

Every sort of farm implement required to carry on business.

This is one of the very few first class cattle ranches left, and is a going concern.

Price, £10,000.

HOWARD POTTS,

VICTORIA, B.C.

TIMBER, MINES, FRUIT AND FARM LANDS FOR SALE.

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Mining in the Canadian Yukon.

WEALTH OF THE WINDY ARM DISTRICT.

SOME eight years ago Ira Petty and John Pooley, two pioneer prospectors of the Upper Yukon valley, discovered the existence of silver and gold ore in the Windy Arm district. The successful working of the Petty-Pooley claim came under the notice of Col. J. H. Conrad, a well-known mining expert, of Montana, U.S.A., who thereupon lost no time in securing a bond on the property. From that time the development of the Windy Arm mining region was rapid, and to-day the district ranks amongst the most interesting in a country the mineral wealth of which is world-famed.



CONRAD CITY.

Windy Arm is a southerly branch of Lake Tagish, which forms part of a chain of long, narrow lakes including Lakes Lindeman, Bennett, Nares, and Marsh, commencing within the Coast Range of mountains and extending northward and eastward for a distance of nearly seventy miles. Windy Arm joins Tagish Lake near its head, and extends south for a distance of twelve miles. Its course is nearly parallel to that of Bennet Lake, and the two sheets of water enclose an area of high mountainous country about eight miles in width, the scene of the principal mining operations.

The country bordering the northern slope of the Coast Range, including the Windy Arm mining district, consists of a system of wide valleys, often interlocking in a peculiar manner, separated by mountain groups and ridges rising from 4,000 to 5,000 ft. above the valley flats. Most of the valleys are bottomed at intervals with long, narrow, deep lakes, due to the blocking of the channel at various points with glacial drift. The uplands are usually fairly regular in outline, but in places are exceedingly rugged, and are often deeply incised by the numerous small streams which flow down their sides.

The mineralised area on Windy Arm is situated a few miles north of the great granite area of the Coast Range. The rocks outcropping along the lower part of Windy Arm consist of a wide band of crystalline limestone, followed, going south, by hard slates and shales passing in places into feldspathic quartzites and associated with dark and grey cherts and red jaspers. This clastic series is cut off and replaced about five miles above the mouth of the Arm by an eruptive rock of a porphyritic character, exposures of which outcrop along the shores of the Arm for a distance of about five miles. A few miles south of Windy Arm the great granite mass of the Coast Range appears.

The porphyritic rocks separating the two series of clastic rocks constitutes the principal metalliferous formation of the district. It crosses from Windy Arm to Bennet Lake in a band about four miles in width, and also extends some distance east of Windy Arm.

The largest and most persistent veins so far discovered occur in the porphyrite area. They are not, however, confined to this formation, a few occurring in the granite, and some also in the slates. The veins occupy typical clean-cut fissures, with regular walls, often slickensided and grooved. They are comparatively narrow, but, as a rule, exhibit remarkable persistency in strike.

The gangue in all the veins is mainly quartz. Single and multiple lines of interlocking quartz crystals are a constant feature. In a few instances portions of the vein-filling consist of alternating layers of quartz and country rock. The latter, in such cases, is always heavily mineralised, usually with iron, and weathers to a rusty colour. The list of metallic minerals contained in the veins as identified in the field and in the laboratory of the Dominion Geological Survey Department at Ottawa, from specimens secured by Mr. R. G. McConnell, who was sent by the Department to report on the minerals of the Windy Arm district in 1905, includes the rich ruby silver, galena, and stephanite.



A TYPICAL SCENE IN THE CANADIAN YUKON: WINDY ARM AND TAGISH LAKE AS SEEN FROM MONARCH MOUNTAIN.

Considerable developments have taken place since the discovery of mineral wealth. An important mine is the Montana, situated on a bleak hillside about 3,700 above Windy Arm, and 5,800 ft.



AT THE MOUTH OF A PROSPECTOR'S TUNNEL

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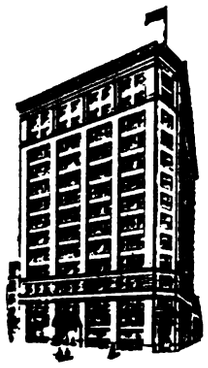
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above the sea. An aerial tramway, four miles in length, connects this mine with Conrad City, on the lake shore. The principal values in this vein are in silver. The ferruginous portion of the vein also carries some value in gold. The Uranus mine is situated



THE AERIAL TRAMWAY FROM THE CONRAD MINES TO CONRAD CITY.

above the forks of Pooley Creek, a small stream tributary to Windy Arm. It is distant from the Montana about a mile. The elevation above the lake is about 2,000 ft. The Uranus vein is traceable by numerous surface outcrops from the north to the south branch of Pooley Creek, a distance of about 1,500 ft. The vein crosses a high ridge separating the two creeks, and is thus exposed naturally in depth for some hundreds of feet. It carries considerable quantities of highly argentiferous galena, and also some native silver, ruby silver, and iron and arsenic sulphides. Other important mines in the vicinity of Pooley Creek and its branches are the Joe Petty and M. and M. South of Pooley Creek and about half a mile west of Windy Arm are the Venus No. 1, Venus No. 2, and Ruby Silver. Farther south are situated the Red Deer and Humper claims. About a mile north of the Montana lies the Big Thing group.

The White Pass and Yukon Railway affords easy communication to this land of marvellous wealth. The line, after crossing the Coast Range follows the east Shore of Bennet Lake to Caribou Crossing, at the foot of the lake, from which point steamers run to Conrad City, on Windy Arm, the shipping point of the mines.

PLANNING A FUTURE SEAPORT.

Prince Rupert a Model City.

(By an Occasional Correspondent.)

An American firm of landscape architects have been awarded the contract for preparing the general plan for the model city which the Grand Trunk Pacific Railroad is to build at Prince Rupert, in British Columbia, as the Pacific terminus of the great new railroad system which is now being built across Canada. The contract is said to be very large; in fact, one of the largest ever given for a similar undertaking. As yet there is only a small settlement of about 350 people, where it is intended a large and important commercial and manufacturing city will be built.

The area which is available for the site comprises between seven and eight square miles, although only a small part of this will be developed within the near future. Kaien Island is of considerable size, but only about one-third will be available because of the mountain, Mount Hays, which rises to an elevation of 2,300 ft. near the centre of the island. The railroad will cross from the mainland to Porpoise Island and then to Kaien Island by means of bridges, the first of which will be about a quarter of a mile in length and the second some 200 ft. long. It is understood to be the plan to have the railroad skirt the south-western shore of Kaien Island on piles elevated some 20 ft. above high water, the coast being too steep and rocky for the location of the tracks. When the road reaches the south-western end of the proposed city's site it will follow close to the shore, thus affording ample facilities for the transfer of freight from trains to steamships.

With an Eye to the Future.

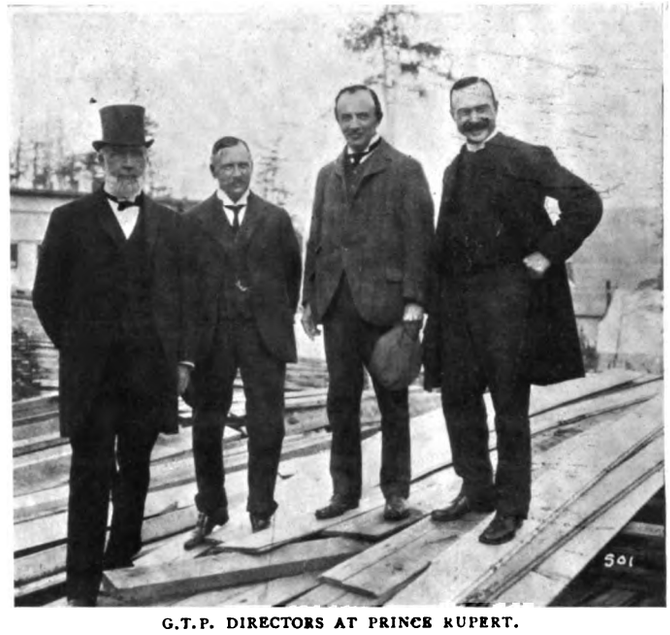
Already a dock 1,000 ft. long has been constructed along a part of the water front, and it is planned to extend this for a much longer distance. The shores are very bold, and this will aid greatly in preparing places for shipping, and also keep down the cost of building docks. Along these docks great elevators will be built for the accommodation of the trains which will bring the products of the great grain sections which the new road will tap. It is said to be the plan to have the shipping and wholesale business on the first level, which rises to 75 or 100 ft.; the retail business and the public buildings on the second level, which is some 200 ft. high and forms a sort of ridge, and the residences still further back on a third level of about 100 ft. elevation. Ample provision for parks will also be made. It is probable, also, that Digby Island, just to the westward of Kaien Island, will be developed for residences, a purpose for which it is admirably adapted.

A Splendid Situation.

Prince Rupert is situated within fifty miles of the southern extremity of Alaska, and is reached from the Pacific Ocean by Metlakahtla Bay and Venn Passage. The harbour possesses some of the greatest advantages to shipping that can be found on the entire Pacific coast. It has a direct channel passage leading into it of more than half a mile in width, and is sufficient in extent to accommodate enormous shipping. The harbour is more than eleven miles in length.

The surrounding country is of great grandeur, presenting a beautiful panorama closely resembling Norwegian scenery, and affords an unusually fine opportunity for the laying-out by the landscape architects of one of the most attractive cities on the continent. Already there is considerable activity on behalf of the railroad, and recently a contract was let for clearing 2,000 acres of land at $220,000.

The site of the city is picturesque in the extreme, the land sloping back for distances ranging from half a mile to two or three miles, Here and there the ground rises abruptly, providing sewerage, while a shore line five or six miles in extent sweeps around the front of the city's site, which will form a sort of crescent. On the opposite shore mountains slope down to the water's edge. To the north-west, through a channel studded with islands, is situated the famous Indian village of Metlakahtla, known on the coast as the "Holy City."



G.T.P. DIRECTORS AT PRINCE RUPERT.

The names reading from left to right are: Senator Geo. A. Cox, Director G.T.P.: Mr. H. Deer, Assistant Secretary G.T.R.: Mr. A. W. Smithers, Director G.T. and G.T.P.; and Bishop du Vernet.

That Prince Rupert is destined to become an important commercial port is evident from the fact that it will be the Western terminus of the great new transcontinenal line which, so it is expected, will cut the time from Liverpool to Asiatic ports by two days at least. This is considered especially significant owing to the recent rapid development of trade with the Orient, and the bright prospects for the future.

NEW STATIONS ON THE GRAND TRUNK PACIFIC.

The names of stations from Winnipeg westward to Biggar, with their distances from Winnipeg, is given below:—Portage la Prairie, 54.3 miles; C.P. and and C.N. crossing, 55.22; Aroma, 59.6; Barr, 63.3; Caye, 71; Deer, 77.1; C.P. crossing, 79; Exira, 84.5; Firdale, 91.5; Gregg, 99.7; C.N. crossing, 103.8; Harte, 106.8; Inglelow, 113.2; Justice, 121.7; C.P. crossing, 128.3; Knox, 129.5; Levine, 137.1; Rivers, 142.2; Myra, 147.9; Norman, 152; Oakner, 158.3; Pope, 164.9; Quadra, 170.7; Rea, 176.7; Uno, 186.2; Treat, 193.2; Lazare, 202.8; Victor, 208.7; Welby, 217; Spy Hill, 224.5; Gerald, 231; Cutarm, 233.5; Yarbo, 237.8; Zeneta, 244; Atwater, 251.6; Basko, 257.1; Waldron, 265.2; Cana, 271.3; Melville, 279.1; Elroy, 285.8; Fenwood, 291.2; Goodeve, 298; Hubbard, 307.5; Ituna, 313.6; Jasmin, 321.1; Kelliher, 325.9; Leross, 331.6; Mostyn, 337.1; Quinton, 356.7; Raymore, 362.1; Semons, 371.4; Tate, 376.4; Nokomis, 385.3; C.P. crossing, 385.6; Undora, 393; Vista, 399.7; Watrous, 408.1; Xena, 414.7; Young, 422.1; Zelma, 430.7; Allan, 437.9; Bradwell, 446.4; Clavet, 453.5; Duro, 460.5; East Saskatoon, 466.4. The stations beyond Saskatoon are: C.N.R. crossing, Farley, Grandora, Hawoods, Iwana, Juniata, Kinley, Leney, Mead, Neola, and Biggar.

Reports from the Royal North-West Mounted Police show that the winter in the Yukon Territory has been the most temperate for twenty-five years. The Provinces of Alberta and Saskatchewan are also experiencing ideal climatic conditions.

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Kelowna: The Orchard City.

THE OKANAGAN VALLEY'S WONDERFUL FERTILITY.

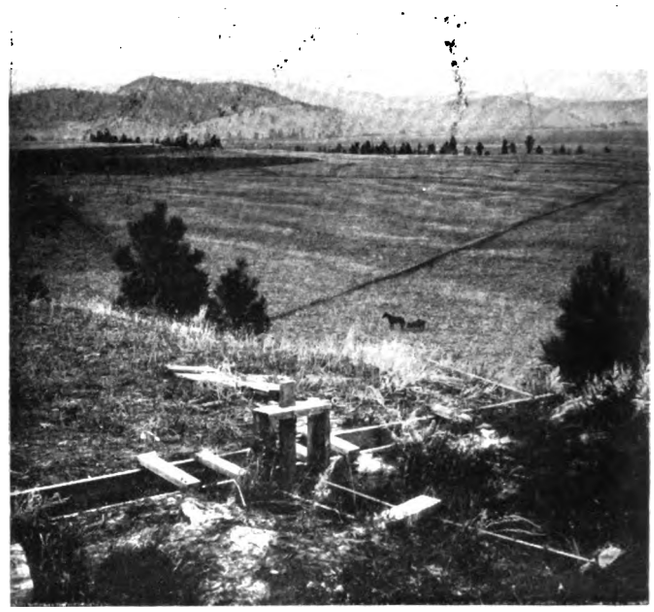
ONE of the districts of Canada destined to become prominent the world over as fruit-producing land is the Okanagan Valley, of British Columbia. The river, the name of which is thus becoming famous, is a tributary of the Columbia, which, after draining a portion of the eastern slopes of the British Columbian coast range, it joins in the State of Washington. The valley resembles in climate and contour the fertile valley of the Rhone, and will in time become as celebrated for fruits and wines as that famous French district. The Okanagan is, properly speaking, the outlet of the magnificent lake of that name, a lake which is seventy miles long, with a width of between three and four miles. It has a shore line of over two hundred miles, is as beautiful as Geneva or Loch Corrik, and its waters are as clear as crystal. The level of the lake never rises or falls more than four or five feet, and the sandy beaches are few, for the hills come down precipitously and dip sharply into its clear dark waters. The shores themselves are usually hills, and along the hillsides are thousands of natural terraces, where in course of time orchards and gardens and villas and cottages will supplant the primeval forests that now clothe them. Here and there along the lake one may see already the cottage and farm of the pioneer, and in the early summer the bloom of his orchard can be seen reflected from many vantage points in the dark waves below.

The city of Kelowna, on the eastern shore of the lake, is pleasantly situated at the point where a small creek flows into



AN ORCHARD NEAR KELOWNA IN ITS THIRD YEAR.

the lake. The country around is of amazing richness, and produces apples, peaches, and cherries of the finest quality. Numerous challenge cups and gold medals have been won by the fruit-growers of the valley, and of these those who have located in the Kelowna district have undoubtedly come off best. Okanagan fruit grown in Kelowna sells so readily in both British Columbia and the Prairie Provinces that orders for more than twice as much as can be grown have to be refused every year; and every year the price of fruit has been increasing The fruit from all the orchards is the same good quality, even though the orchards are twenty miles apart in some cases. The city of Kelowna has much open and cultivated



HOW THE FRUIT LANDS ARE IRRIGATED.

land adjacent to it, and, in addition, the place is of great importance as a business centre, inasmuch as it is the supply-point for an immense tract of the country around, and possesses good transportation facilities, which are being gradually improved.

The powers of production of the district are only limited by the care and skill of the farmers and growers of the district. Nature is bountiful, and conditions are ideal; orchards come into bearing in paying quantities in the sixth year; they bear in some varieties before this, but the amount of fruit is not a commercial consideration. Another important factor is the fact that trees bear every year. Where years ago one hundred and sixty acres was the smallest holding one now finds men with five and ten acres, and often less, making good returns, and having comfortable, well-built houses. First-class land under irrigation is valued at from $150 to $200 per acre. With fruit trees of good standard varieties planted out or bearing orchard on it, the value of land runs up to $500 and $1,000 per acre. This is no fictitious value when the returns from this land are taken into account. A fair return in the sixth year is a net $100 per acre, increasing steadily every year after that. Six and seven hundred dollars off special varieties is not unusual. and people planting now have the benefit of the past experience of growers and can at once put in the best varieties confidently. It has been proved without doubt that the best varieties can be grown and can take the highest places in the markets of

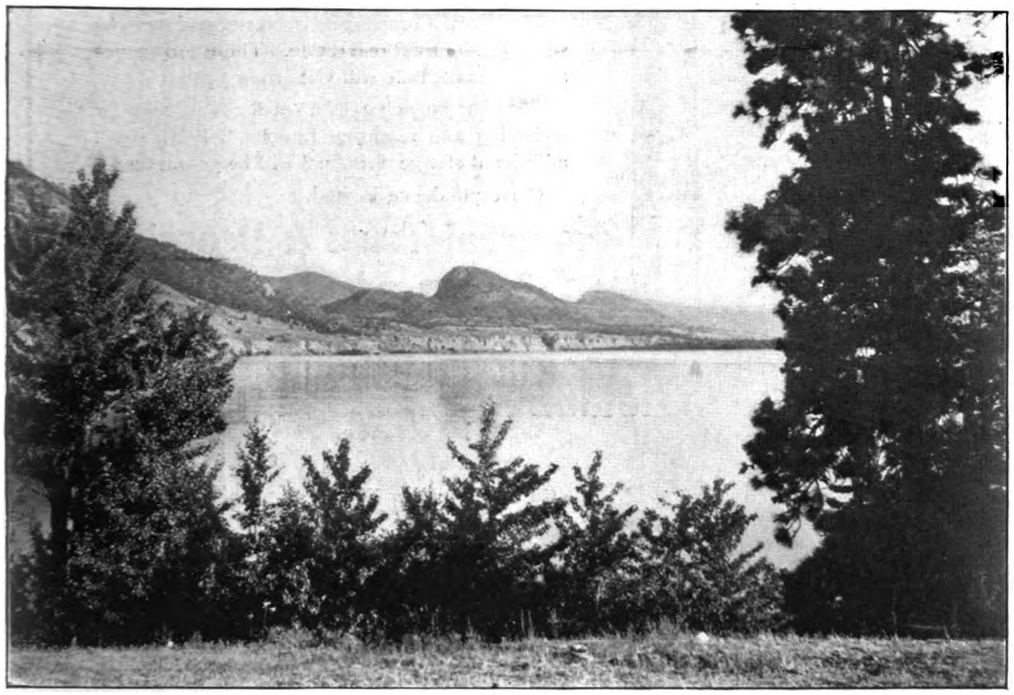


KELOWNA FROM OKANAGAN LAKE.

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the world. Besides fruit, there is good money to be made in raising tobacco, a growing industry of proved worth. All garden produce is readily raised, and hay reaches good prices. Horse raising, though not practised extensively, is increasing every year, and with the fine pedigree imported stock in the district bids fair to bring fine returns.

The cost of starting an orchard is of interest to all intending



OKANAGAN LAKE.

settlers, and the following figures, though they may vary slightly in different localities, are a good basis to judge from:—

20 acres at $150 per acre	$3,000
Fencing	200
Preparing land, at $6	120
Trees at 15 cents each (apples) 968	145
Freight on trees about	20
Setting out and planting	58
	$3,543

Cost of cultivating and up-keeping an orchard, including spraying and pruning, should not exceed the following figures:

On 20 acres:—

First year, $10 an acre	$200
Second year, $10 an acre	200
Third year, $15 an acre	300
Fourth year, $20 an acre	400
Fifth year, $25 an acre	500
	$1,600

Taking into consideration that in the sixth year there will be some return for money expended, in the seventh the farmer may reasonably expect to net $100 per acre, and in the eighth year $150 per acre under very ordinary circumstances. He will then have paid for his land and orchard. Every year after that it is all clear profit, and a fully paid-up investment as well.

The creeks and rivers of the district are fed with water from the mountain ranges, and prove a never-failing supply to the irrigators. There is plenty of water for all the needs of the land, and the little extra expense is as nothing compared with the benefits accruing and the insurance effected from loss.

Mr. R. M. Palmer, a well-known fruit inspector, in an official report, wrote as follows of this district: "Kelowna is justly famed for the excellence of the fruit produced in the orchards of the district, as well as form, colour, and quality. The climate is eminently favourable to fruit production. Its dryness prevents or checks the development of those fungous diseases which in moister districts affect both trees and fruit, and the immunity of the district from destructive storms is a most important feature. The natural advantages of the soil and climate are all that can be desired, and with the application of care and skill to the business of fruit-growing may be relied upon to produce fruit which will equal or excel that of the most favoured sections of the Pacific slope."

Sir F. W. Borden, Dominion Minister of Defence, in a recent interview, announced that the Ross Rifle Factory was now supplying 100 rifles daily. He said the Government expected 25,000 rifles in the present year, including 22,000 under the existing order.

MINERAL DISCOVERIES IN NORTHERN QUEBEC.

Referring to new discoveries made in Northern Quebec, Mr. J. Obalski, the Director of Mines for the Government of that Province, in a paper read at a meeting of the Canadian Mining Institute, stated that a number of prospectors have been in the field exploring the Chibogomo district, the valley of the Bell River and the north of Pontiac county. In many cases the parties were formed under the auspices of small syndicates, the expense of travelling in these remote regions being considerable. In consequence of these investigations rather more is now known concerning the mineral potentialities of these areas, and this knowledge is strongly corroborative of the opinions previously expressed by geologists in charge of reconnaissance surveys. Mr. Obalski personally visited the regions between the Hanicanaw River and Lake Abitibi, and the following is a summary of the more important discoveries made and the geological features in connection therewith.

In the Chibogomo district some work has been done on the big quartz vein of Portage Island, showing the continuity of the vein at depth and its larger mineralisation in the form of chalcopyrite. This development includes a number of open cuts on the vein covering a distance of about 1,000 ft., and the sinking of a shaft to a depth of 35 feet. From tests made, the value in gold and silver appears to be greater than previously supposed. In the north-west section of McKenzie Bay, new discoveries of asbestos are reported, while north-west of Island Bay a large occurrence of magnetic iron has been discovered. Some large bodies of pyrrhotite carrying high copper values have moreover been found north-west of Lake Dore, assays of specimens of this ore having yielded as high a return as an ounce to the ton.

North-east of Lake Assinibastot and south-west of Chibogomo River, cobalt bloom was discovered. The discovery, however, is seemingly confirmatory of opinions expressed by Mr. A. P. Low and Mr. J. E. Hardman, regarding the similarity of the geological formations here to that of the Cobalt area.

In the north of Pontiac he explored from the Baie des Guize, following the Ottawa and Kinonge rivers, Lake Kewagama, Lake Askikwaj and northward down the Hanicanaw River, twenty miles north of the proposed route of the Transcontinental Railway, and thence to Lake Abititbi, White Fish River, and south to the Baie des Guize. Outcrops of Laurentian gneiss occur south of Askikwaj Lake, north of Kewagama Lake, North of Long Bay of Kinonje River, and south of the height of land on the shore of Lake Opasatica However, the area south of that line is, of course, not all Laurentians, bands of Heronians being found in several places, as shown in Dr. A. E. Barlow's map of 1899. The country crossed by the Transcontinental Railway is covered by a thick layer of clay, but shows in places outcrops of rocks undoubtedly of Huronian age.

The north-east shore of Lake Kewagama is Huronian, as is, too, the district around Askikwaj Lake. Descending the Hanicanaw River the same rocks outcrop for some distance; but farther down the surface is covered by clay, with occasional outcrops of rocks. The exposures of rock down the river for the distance travelled of forty miles, and also along the route of the Transcontinental Railway for twenty-five miles were very few. Nevertheless, the rock in sight is Huronian, being diorite, serpentine, schist, and a granite similar to that found on the height of land, near Lake Opasatica. It is reported that chalcopyrite has been found on the shore of the Hanicanaw River below the Transcontinental line.

In the serpentine above mentioned, Mr. Obalski observed small stringers of asbestos. On the southern slope of the height of land some molybdenite occurs, and it is reported that another deposit has been found in the big peninsula of the Lake Kewagama. In a more westerly direction the country is rocky and less difficult to prospect, and no important discoveries have been made except in the vicinity of Opasatica Lake. To the north-east of this lake, not far from the height of land, a very remarkable piece of quartz, showing abundant visible coarse gold, was picked up, and exploration since has apparently resulted in the discovery of gold-bearing quartz in place. Two blocks of land have been purchased from the Quebec Government in that section, of which one by the King of the North Gold Mines Company, recently organised to develop the property.

To the south of Lake Abitibi, and close to the shore, a guide of the party found some rock containing gold, and the fact was ascertained that rock of the same character, also showing gold, was here in situ.

A number of lots have been prospected in the surveyed townships near Temiskaming Lake, and a large variety of minerals found there, including galena, iron pyrites, copper pyrites containing some gold, cobalt bloom, and iron. The geological formation of these townships appears to be a succession of bands of Huronian and Laurentian not yet accurately determined.

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The Growing Importance of Fort William.

SOME OPENINGS FOR NEW FACTORIES.

FORT WILLIAM, which is destined to become one of the principal inland ports of the world, owes its importance to its position on Lake Superior at a point where it commands an enormous part of the traffic between east and west. The huge lakes which lie north of Winnipeg cause the railways to pass through the "bottle-neck" between their southern shores and the international boundary, with the result that the nearest route to the Great Lakes brings them out at Fort William, or its twin city, Port Arthur. Every western product must thus be shipped through Thunder Bay, and all railways converge to that point, where the mouth of the Kaministikwia River affords a natural harbour, where the largest vessels can load and unload in perfect safety. The Dominion Government, recognising the importance of giving to Fort Willian every facility for handling the business of the Canadian lakes, have appropriated large sums for the improvement of the harbour. The work of dredging and widening the channels has progressed rapidly during last years, and further improvements, which will require several years to complete, are to be undertaken.

In addition to being the gateway of the growing markets of the West, the city offers splendid opportunities and ample facilities for the manufacture of goods for the western markets. The city has cheap power, fuel, and three competing railways, while coal, iron, and merchandise and raw materials for manufacturing purposes can be unloaded from the boats at low rates at Fort William for the reason that vessels can always be sure of a return cargo of grain and flour for eastern and foreign markets. It is an established fact that for raw materials in al-almost every line the manufacturer at Fort William is in as good a position as his competitor located on the lower lakes.



KAKABEKA FALLS, FROM WHICH THE ELECTRIC POWER FOR FORT WILLIAM IS OBTAINED.

There are a large number of openings for new factories, and the local Board of Trade, in its annual report, states that special opportunities exist for the following:—Manufacturers of all kinds of boats, canoes, sail boats, yachts; makers of stationary and marine engines; a roller mill; a flour mill (only one located); a biscuit factory; a cigar factory; boot and shoe factories; trunks and leather goods works; a pork packing plant; a sash and door factory; a shipbuilding plant; a sugar refinery; a rough furniture factory; an elevator machinery maker; a carriage and wagon builder; a box factory; a linseed oil mill; lead pipes and tubing works; a paper mill; a cereal food manufactory; a glass factory; a metallic roofing plant; an iron and brass moulding business; and a rolled oats factory. There is a positive market (adds the report) for all of the above, none of which are now located in the city. Any information desired as to particulars connected with these industries can be obtained by writing to the Secretary, Fort William Industrial Bureau.

The city is experiencing a remarkable development. Already it has a population of about 15,000 people, and possesses fine public buildings, good streets, waterworks, sewers, and an electric lighting plant, and owning all the public utilities. The growth in the city assessment since 1892 is as follows:—

Year	Real Property	Personal Property	Taxable Income	Total Taxable Property	Property Exempt	Total
1892	—	—	—	$ 910,677	—	—
1893	$1,035,940	$31,900	$14,850	1,082,690	—	—
1894	875 933	28,500	8,350	912,783	—	—
1895	845,026	31,200	11,550	887,776	—	—
1896	850,315	36,050	14,200	900,565	—	—
1897	840,955	36,270	14 750	891,975	—	—
1898	980,325	43,075	21,800	1,045,200	—	—
1899	1,046,119	47,600	19,150	1,112,869	$287,595	$2,000,464
1900	1,243.596	62,250	15,500	1,321,346	899,095	2,220,441
1901	1,245,901	75,140	14.150	1,334,191	899,095	2,234,286
1902	1,302,842	89 740	15 600	1,408,182	899,095	2,307,277
1903	1,816,842	83,475	—	1,900,317	917,263	2,817,580
1904	1,987,130.50	123,645.93	—	2,110,776.43	1,363 625	3,474,491.43
1905	2,969,167	138,750	—	3,107,917	2,125,000	5,232,917
	" "	Business Assessment				
1906	4,689,351	464,700.50	189,920	5,343.971	2,435,190	7,779,161
1907	5,614,849	524,467	84.850	6,224.174	2.531 250	8.875 426

Fort William's banking business is very large owing to the fact that all grain shipping charges are collected and paid through the banks here. The amount paid out yearly to the Canadian Pacific Railway Company for grain alone totals to about $8,000,000. There are eight chartered banks and one private banking institution, that of Ray, Street and Co., the pioneer bankers of Fort William. The chartered banks represented are:—The Canadian Bank of Commerce, the Union Bank of Canada, the Imperial Bank of Canada, the Traders' Bank of Canada, the Northern Bank; the Dominion Bank of Canada, the Bank of Montreal, and the Merchants' Bank of Canada.

The city's water power is developed from Kakabeka Falls, on the Kaministikwia River. An installation of fourteen thousand horses power is being used at present, but the greater portion of the work was carried out with the idea of an ultimate development to thirty thousand.

OPPORTUNITY FOR A BRITISH SCULPTOR.

At a meeting of the committee appointed by the Bell Telephone Memorial Association at Brantford, Ontario, it was decided to invite sculptors, artists and others to communicate with the secretary relative to designs for the national monument to be erected to the inventor of the telephone, who was born in Brantford. Over $40,000 has already been subscribed.

The Chattel mortgages in force in Ontario upon the property of farmers were 460 less at the close of 1906 than they had been a year previously. They have shown an absolutely continuous reduction since 1898, when they stood at 10,514 in number and $3,548,554 in value, to the present time, when there are less than seven thousand of them, and their total value is $2,781,426.

A COMPARATIVE TABLE.

The following is the range of prices of some of the most active stocks listed on the Toronto Stock Exchange, corrected to February 14.

NAME.	1906. High.	1906. Low.	1907. High.	1907. Low.	1908. High.	1908. Low.
BANKS.						
Commerce	190½	169	180	153	164	160
Dominion	283	262	267	216	221	216
Imperial	254½	225	230	195	218	209
Merchants	176	160½	170	150	158	155
Montreal	261	252½	257	224¾	243	232
Toronto	251	222	235¼	201	206¼	205
Traders	155	138½	140	123	126	122½
RAILWAYS.						
C.P.R.	201	156	105⅛	138	158½	144½
Minn. St. P. & Soo	164	134	140¼	60	95½	81
" " " pref.	183¾	163½	168	110	131½	123½
Rio	47	38½	48	26½	37¼	29½
Sao Paulo	146	125	138½	94	119½	110½
Toronto	126	104	115½	83	100	94
Twin City	122½	102½	108¾	68½	88	79
Winnipeg Electric	190	160	185	119½	143	124
MISCELLANEOUS.						
Bell Telephone	158¾	144⅞	145	115	130	123
Consumers' Gas	209	200	206	184	140	182
Dominion Coal	84¾	58	70½	37	43½	37⅞
Dominion Steel	34½	20½	25½	12⅞	17⅛	14
" " pref.	83½	63	66½	36	54	42¾
General Electric	155	130	136½	77¾	103	95
Lake of the Woods	100	89	90	61	79½	74⅛
" " " pref.	115	108	112	99¾	105¼	103
Mexican	70	47	57⅛	35	55½	47⅛
N.S. Steel	74½	59½	82	46	62	57½
Toronto Electric	171	152	160	110	118	112

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CALGARY.
ALBERTA.

Population, June, 1907, 21,040.
97 Wholesalers, 27 Manufacturers.

GOOD SCHOOLS, CHURCHES, HOMES AND CLIMATE.
EXCELLENT SOIL FOR FARMING.

Natural Gas just discovered which will be sold at 15 cts. for power and 25 cts. per 1,000 feet for light.

UNLIMITED COAL SUPPLY.

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E. L. RICHARDSON, Secretary Board of Trade, CALGARY, ALBERTA.

EDMONTON.
ALBERTA.

Population, 15,500. Assessment, $21,985,700.

The great inland City of Canada needs capital to develop the surrounding Coal Mines, Timbered Areas, Clay and Marl Deposits, Natural Gas and Petroleum Fields, Iron Ore Deposits, Quartz Mining Claims, Cattle, Sheep, Hog, and Agricultural Industries.

NOTE.—That Edmonton has the Grand Trunk Pacific, the Canadian Northern and Canadian Pacific Railways, that is about the centre of the Province of Alberta, that it is about the centre of Western Canada, taking Manitoba and British Columbia into consideration, that it is the Capital City, that it has 13 Banks, 13 Churches, 10 Public Schools, one College, a million dollar Pork Packing Plant, 12 Hotels, &c.

Edmonton requires: Woollen Mills, Pickle Factories, Cheese and Butter Factories, Cereal Mill, Box Factory, Furniture Factory, Soap Factory, Cement Works, Paper Mills, Oatmeal Mill, Malting House, Wholesale Fur House, Terra-Cotta and Ornamental Brick Factory, &c.

For detailed information write

A. G. Harrison, Sec. Board of Trade, Edmonton, Alberta, Canada.

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An opportunity occurs of PURCHASING LAND near one of the most important cities of Canada, which is UNDERLAID WITH COAL.

The price at the moment is less than that often paid for land in Western Canada merely for Market Gardening. The total cost, including coal rights, is less than **£4,540.**

There is every prospect of trebling one's capital in a year. Three or four Investors could join together in taking up this property.

Plan and full particulars can be seen in London, and the purchase can be made through a Bank.

For particulars write:—

"COAL LANDS," c/o "Canada" Newspaper, 34 & 35, Norfolk Street, London, W.C.

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THE PROGRESS OF MOOSE JAW.

Unusually Rapid Development.

Not many cities, even the progressive West, are growing at the same rate as Moose Jaw. It is the city's boast that it increased its population by 4,049 in five years, for in 1900 the Dominion census showed its inhabitants to number 1,200, while in 1906 its citizens numbered 6,249. It is now stated that the population increased by over a thousand last year, and is estimated at 7,500. The assessment shows similar excellent figures, as will be seen from the following table:—

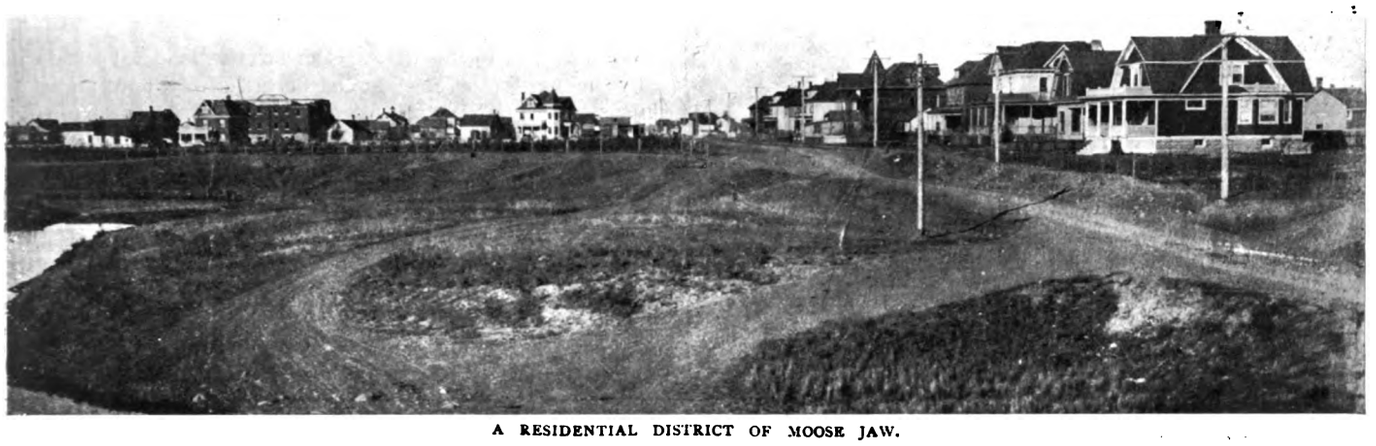
1902	$896,219
1904	1,662,990
1906	3,951,770
1907 (estimated)	6,000,000

The city owns its own waterworks with several miles of mains and electric lighting plant, while among the businesses which are being successfully carried on are a flour mill with a capacity of 250 barrels a day, and a brick-yard which produces 2,000,000 bricks a year. Five chartered banks and one private bank find plenty of depositors, and the telephone system and four newspapers are all well supported.

Last year large sums were spent upon building, including $80,000 upon a Methodist Church, $40,000 upon a branch of the Bank of Commerce, and $80,000 upon the Moose Jaw brewery. Offices, factories, and public buildings erected cost $355,500, while 237 private houses were built at a cost of $426,275. The total expenditure in new buildings and city works and improvements included $1,000,000.

The district is naturally a farming one, and some excellent crops have been recorded. In 1905 the district marketed 2,000,000 bushels of wheat, one-fortieth part of the total wheat crop of the West. In 1906 the crop had increased to 3,000,000 bushels. Last year's returns are not yet available. The earliest settlers, most of whom now own from 640 to 2,000 acres, have practically all become wealthy from the proceeds of their crops, and, did they so desire, could readily dispose of their lands at from $20 to $40 an acre.

Of the lands south and west of Moose Jaw, ten million acres in all, 8,000,000 are yet unsurveyed. The greater part are, it is expected, suitable only for ranching purposes, and here the cattleman may find a place from which he will not be driven by the settling wheat-farmer. Already there is much ranching in the district, and an immense number of animals can be fed during the summer at a cost not exceeding $2.50 for the season. It is stated that the city now offers an opening for an abattoir and meat packing factory, together with the industries associated therewith—a soap factory and tannery.



A RESIDENTIAL DISTRICT OF MOOSE JAW.

REAL ESTATE COMPARISONS.

Those owning or considering the advisability of acquiring town property in Canadian cities will find the following little statistical table of interest. The comparison is made between Winnipeg and Vancouver and cities of approximately the same size in the United States.

City.	Population.	Highest price paid per foot.	Highest wholesale property value.	Highest residential property value.
Atlanta	125,000	$5,000	2,000	250
Dallas	90,000	1,800	700	100
Des Moines	90,000	—	500	50
Grand Rapids	100,000	4,000	750	—
Reading	100,000	2,000	500	175
Richmond	112,000	2,100	200	300
Spokane	77,584	1,800	1,000	100
Tacoma	100,000	2,250	400	100
Vancouver	70,000	2,000	800	100
Wilmington	90,000	1,500	1,000	185
Winnipeg	111,000	2,840	600	125

CANADIAN TRADE STATISTICS.

Continued Growth of British Exports.

The following returns of the import and export trade of the Dominion for the calendar year 1907 have been compiled by the Department of Customs at Ottawa:—

	1906	1907
Total foreign trade	$589,944,804	$635,840,681
Total exports	269,477,604	273,325,414
Total imports (for consumption)	320,467,200	362,515,267
Imports from British Empire	92,533,369	110,683,584
Imports from all other countries	227,933,831	251,831,683
Imports from United Kingdom	77,645,574	95,094,488
Imports from France	8,219,444	9,501,052
Imports from Germany	7,064,998	8,049,884
Imports from United States	196,123,117	215,245,100
Exports to British Empire	146,299,499	138,715,799
Exports to all other countries	123,178,105	134,609,615
Exports to United Kingdom	135,061,780	126,347,931
Exports to France	1,916,344	1,872,424
Exports to Germany	1,497,103	1,872,659
Exports to United States	107,387,451	117,536,998

In the rapid increase of the imports of British goods into Canada is to be found fresh evidence of the value of the substantial preference which British trade enjoys in the Canadian market. The total imports of British goods into the Dominion last year, amounting to $95,094,488, constitute a gain of $17,448,914, and prove that whatever fears were entertained in certain quarters of the destruction of the preference in the recent tariff revision at Ottawa were entirely groundless. This gain of $17,448,914 is the largest that has been recorded in any one year in the export trade from the United Kingdom to Canada. Ten years ago, when the preference came into effect, the sales of British goods in Canada amounted to but $29,412,188. The progress in the intervening years may be of interest. The returns are in each case for the twelve months ending June 30:—1898, $32,500,917; 1899, $37,060,123; 1900, $44,789,730; 1901, $43,018,164; 1902, $49,213,762; 1903, $58,896,901; 1904, $61,777,574; 1905, $60,342,709; 1906, $69,194,588; 1907 (calendar year), $95,094,488.

THE MANITOBA BUDGET.

The Budget statement of the Hon. J. H. Agnew, the Provincial Treasurer of Manitoba, shows that the revenue of the province in 1907 increased from $2,069,652 in 1906 to $2,118,734. In 1903 the annual revenue was $1,325.217; in 1904, $1,486,666; in 1905, $1,860,899. There has thus been an increase of nearly three-quarters of a million dollars in five years. The expenditure grew from $1,854,579 in 1906 to $2,053.386 in 1907. It is noticeable as enumerating the effect of the depression that the sale of provincial lands realised $80,000 less than in the previous year, and the income from land title fees also fell by $15,000. The noticeable increases were in the revenues from corporation taxation, railway taxation, and in the amount of the subsidy received from the Dominion Government. The expenditure upon education increased $28,000, upon agriculture and immigration $38,000, upon public works $93,000; while the outlay of the Attorney-General's department grew by $50,000.

The direct public debt is $7,717,013, or about $21 per head of the population last year. Contingent liabilities, made up of provincial guarantees of debentures are shown as follows:—

Municipal debentures	$274,500
Drainage debentures	1,857,853
C.N.R. debentures	18,300,086
	20,432,439

Only the interest upon the municipal debentures is guaranteed, but upon the remainder, aggregating over twenty million dollars, the province is liable both for principal and interest. The C.N.R. bonds, guaranteed by the Government, increased by nearly three million dollars during the year 1907.

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SASKATCHEWAN.

REGINA——————

The Capital of Saskatchewan.

"The Richest Portion of the North-West."
(Sir John Macdonald's Description of the Regina District.)

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When you locate a Factory or Warehouse in Regina you secure a track site from the City at nominal cost.

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We have made hundreds of thousands of dollars for our clients and purchasers.

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SASKATCHEWAN.

SASKATOON.

The City of Great Possibilites.

Saskatoon is situated on the South Saskatchewan River, which runs through the centre of the city.

Saskatoon is the converging point for the G.T.P., C.P.R., and C.N.R. Railways.

Saskatoon is 160 miles from Regina, 90 miles from Prince Albert, 360 miles from Edmonton, 497 miles from Winnipeg.

Saskatoon is in the centre of Saskatchewan, and in the very heart of the great wheat-producing Saskatchewan Valley.

Great Openings for Wholesale, Manufacturing, and Distributing Depots.

FOR ALL INFORMATION APPLY TO—
ADAM TURNER, Commissioner Board of Trade.

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Liberal Inducements Offered to New Enterprises. Loans negotiated for non-residents, and properties carefully looked after. Correspondence solicited.

References — BANK OF NOVA SCOTIA.

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of first class open Prairie Land, entirely free from stone, scrub, alkali, or marshes, all either adjoining or within 1½ miles from Town of Elstow, Sask., on the C. P. R. Line from Winnipeg to Edmonton, and near the G. T. P. Line. Canadian and English settlement. Near school and churches.

Average Price of $25.00 per acre.

We can make this pay you big interest. We own it. Write for particulars and maps.

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Paid-up Capital $50,000.00.

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WESTERN CANADIAN REALTY INVESTMENTS.

A well-located lot in a Rapidly Growing Industrial and Commercial Western Canadian City. Is an absolutely safe and a very profitable investment.

SASKATOON,
The Most Rapidly Growing City in Canada,

Is destined by its natural location at the crossing of the Saskatchewan River by Canada's three transcontinental railways to become the GREATEST INDUSTRIAL, COMMERCIAL AND RAILWAY CENTRE West of Winnipeg. Unlimited water power awaiting development. Three great railways, and the centre of the World's largest and most fertile hard wheat belt.

PLEASANT HILL ADDITION

Is Saskatoon's most desirable residential property, only one mile from Post Office and Railway Station overlooking the entire city. Lots at $150.00 each. Terms: One-third cash, balance in six and twelve months, or ten per cent. discount for cash.

Write us to-day for plans and full particulars and Illustrated Booklet of Saskatoon.

REFERENCES.—Bank of Montreal; Canadian Bank of Commerce.

D. H. & W. A. TELFORD,
Saskatoon, Canada.

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REAL ESTATE NOTES.

Some Opportunities for Investment.

Montreal.—In this city, by the civil code, it is enacted that "The lease or hire of a house, or rent of a house, when no time is specified for its duration, is held to be annual, terminating on the first day of May of each year, when the rent is at so much a year." It is owing to this law that May Day is known in the Province of Quebec as "Moving Day." The renting season has started, and inquiries for "self-contained" houses—*i.e.*, those for only one family—are in excess of the supply. January sales totalled 787, against 727 in 1907. Considerable increase in the sale of residential property is anticipated for the remainder of this month.

The demand for houses costing from $5,000 to $12,000 is very large, but the supply of good houses suitably located is small. The increase in prices of land has almost made it impossible to erect houses worth less than $12,000 in what is considered a central part of the city. Land in the vicinity of Sherbrooke and Guy Street is held at from $1.75 to $2.50 a foot, according to the street.

The lack of homes for working people is lamentable. Reasonably low-priced tenements are a thing of the past in this city. Thousands of people are crowded into flats, in many cases two families dividing up a tenement where one only should be.

One real estate dealer estimates that if 5,000 new two-flat houses could be completed between now and the first of May this number would not nearly begin to supply the needs of the working people.

One large firm has determined to experiment in the problem of building houses to order on the payment of the prospective owner of a small cash deposit and the clearing off of the balance in the shape of rent. This concern will advance 90 per cent. of the cost and charge 6 per cent. on the money loaned. This will make it possible for many people who hitherto have been unable to own their homes to begin a systematic plan to do so. Such undertakings in American cities have proved very successful, and thousands have bought homes on the instalment plan. Operations along this line in Montreal will be watched with decided interest.

Toronto.—The city is raising the rentals on its properties. In the St. Lawrence market block, in King Street, new leases are being taken at $25 per foot, an increase of $5. Other rents are raised from $14 to $16 per foot. A ground rental of $7,500 per annum has been refused for 102 Yonge Street, tenanted by the Upper Canada Bible Society.

The Michie purchase of the present premises occupied by the firm goes to show that values on King Street are actually rising, and that the high-water mark has not yet been reached on that thoroughfare. The Michie Company paid about $4,000 per foot for the land, but if the present value of the buildings are added the price comes to about $5,500 per foot frontage on King Street.

There is a strong probability that Toronto will soon follow the example of other cities of the continent, and that the men engaged in the real estate business will form a real estate exchange, or at least an association for the better regulation of the business.

Mr. Lincoln Hunter, a large owner of real estate in Toronto, writes to the *Globe*, and takes exception to the statement that small house property is in demand, and claims that there are over 1,000 small and medium sized dwellings to let. He commends the banks and financial institutions for giving no encouragement to the speculative builder, who will have no chance, in his opinion, for another year or two.



THE BRIDGE OVER THE NORTH SASKATCHEWAN RIVER, JOINING EDMONTON AND STRATHCONA.

Toronto Junction.—The adjoining manufacturing suburb of Swansea will, it is expected, soon join this municipality. There are 120 vacant houses here for which tenants are expected in the spring.

Winnipeg.—The American Bank Note Company will establish a plant here for producing fine engraving, and have arranged for temporary accommodation while buildings are erected on land on which options have been secured. In the outskirts of the city several small lots have been sold for market gardening purposes.—February is usually a quiet month in the real estate market, but negotiations involving the transfer of over $1,000,000 for residential property were in progress at the beginning of the month. Values are steady, and the loan companies are more inclined to make advances. Last year Ward Three showed the largest expenditure in structural cost, and Ward Six in the actual number of buildings erected.

At a recent meeting of the Canadian Club the opportunity before Winnipeg as a centre of the meat-packing and kindred industries was dwelt upon. With these would come the establishment of leather industries, of tanneries, of boot and shoe factories. Winnipeg to-day exports all her raw hides, sends them east to be treated and cured; then she brings them back again in the form of boots and shoes and leather goods. It is said that within fifty miles of Winnipeg are large deposits of high-grade glass sand, and that glass bottles are already manufactured, while arrangements are being made to instal the necessary machinery for the manufacture of plate-glass, etc. Hydraulic cement is coming into universal use and will be used not only for dams, retaining walls, pavements, and other engineering works, but also for building purposes. Winnipeg expects to be called a "factory city" in the near future.

Regina.—Seams of excellent lignite, varying in thickness from two to eight feet, have been exposed by farmers in the Dirt Hills, near here. Reports of coal discoveries southwest of Rouleau, on the Souris branch of the Canadian Pacific Railway, are being received.

North Battleford.—Mr. Johnson, retiring president of the Board of Trade here, expressed himself as optimistic in regard to the future of North Battleford, and strongly urged the necessity of a judicious advertising campaign in this connection. He also pointed out the necessity for united as well as concentrated action on the part of citizens in creating at this point an important and self-contained commercial centre.

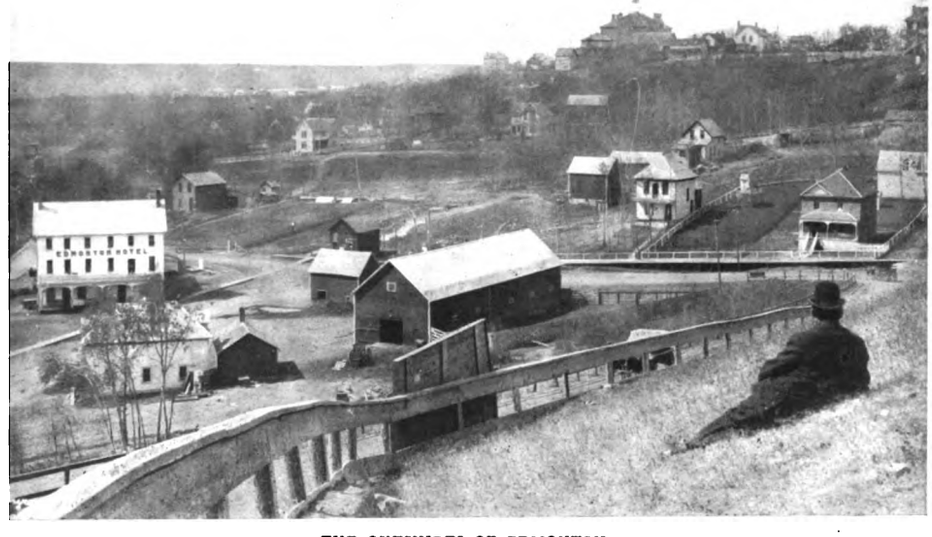
Dr. W. R. Sparling was elected president for 1908-9 and Mr. S. Cookson was re-elected secretary.

A hall for the reception of immigrants is being erected close to the railway station. The sale of the Albion Hotel, in South Battleford, to a Winnipeg man for $21,000 is reported.

Saskatoon.—At the annual meeting of the Board of Trade here, Mr. Malcolm Isbister was elected president and Mr. Adam Turner secretary. The question of advertising the attractions of the city for industrial enterprise and the work done by the Publicity Committee was discussed at length. The real estate market is likely to continue quiet for some weeks, but the prospect is hopeful if only on account of the quantity of labour which will be employed in the vicinity in railway construction.

Prince Albert.—Brickmaking promises to become an increasing industry in this locality. Cordwood cutting has furnished employment for many men. Canadian Northern Railway construction has gone on more or less continuously during the winter, and more labour will shortly be needed.

Edmonton.—Interviews with local representatives of the leading land and loan companies afford emphatic contradiction to reports that there have been foreclosures on



THE OUTSKIRTS OF EDMONTON.

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mortgages or farmers to pay interest on loans except only in a very few instances. Mr. W. T. Creighton, of the Canada Permanent Loan Co.; Mr. Robertson, of the Canada Life Loan Co.; Mr. H. W. Ross, of the Great West Loan Co.; Mr. A. M. Stewart, of the National Trust Co., all endorse the denial. Mr. Creighton said: "We have had no foreclosures of mortgages in Alberta since we established our office here nearly seven years ago. Of course any man can go to any country and make a foolish investment, but no man coming to Alberta and using ordinary judgment is likely to lose in his investments."

The real estate market situation commenced to improve with the New Year. Bona-fide inquiries are numerous, and though the winter is still with us some good sales have been made. Houses and lots in Second Street have fetched $7,750, and a corner lot in the East End $5,400. Americans and Canadians returning from the United States are most in evidence at present. It is not every city in Canada that has a transcontinental railway aiming towards it, and the advent of the Grand Trunk Pacific will make a revolution in the conditions of the real estate market here.

The sub-structure of the bridge across the Saskatchewan will be completed by the middle of March. The steel will probably be brought to Edmonton on some other line of railway and taken out to Clover Bar Bridge on the Grand Trunk Pacific, which will be built out early in the spring. In this way the bridge will be ready for traffic, and will not delay the completion of the Grand Trunk Pacific to Edmonton next summer.

Lethbridge.—A local correspondent says: "This city is growing fast, and by the close of 1908 will have increased its population by 2,000 at least. It is impossible to get a vacant dwelling or a vacant store. Ten or twelve new stores could quickly and easily be opened there, and some will be built next summer."

Medicine Hat.—Brickmaking by the Red Cliff Co. has commenced here.

The city charter does not permit the mayor and aldermen to receive salaries, but at the next election this question will be referred to the ratepayers.

On March 6 voting on the bye-laws, authorising the issue of debentures as follows, will take place,—$10,000 for market buildings, $25,000 for gas system extensions, and $40,000 for waterworks extensions. It was decided to place $40,000 worth of sidewalk debentures on the market at once.

Calgary.—The assessment returns now being completed will show a large addition to real estate values as well as to the number of buildings erected. At the annual meeting of the Board of Trade, Mr. I. S. G. Van Wart, the retiring president, in his report said that the financial depression had, he believed, been felt less in Calgary than at any other point, "the city has made excellent progress in population, public improvements and new buildings." He alluded to the publicity campaign inaugurated by the Board which extensively circulated an illustrated pamphlet enumerating the opportunities for capital, labour, and new industries. An advertisement inserted in *Canada* "has brought forth excellent results," said Mr. Van Wart. Over 3,200 communications were replied to in the course of the year, "a very large portion of these have been from people of more or less capital looking for opportunities to invest same to advantage." Mr. A. E. Cross, in his absence, was elected president for 1908-9, Hon. W. H. Cushing, honourary president. The report of Mr. C. H. Webster, the assistant-secretary, showed that 595 building permits were taken out last year; estimated cost $2,942,600; Customs receipts showed an increase of $241,071, and in Clearing House returns, Calgary had a total of $69,745,066, giving the city seventh place in the list of Canadian cities.

Vancouver.—Mr. Allan McGregor, a wealthy merchant of Sydney, N.S.W., has purchased real estate here to the value of $100,000. Several important real estate sales have been negotiated this year.

Ald. Cavanagh reports the sale of a half interest in lot 12, block 4, located on Hastings Street East, between Columbia Street and Westminster Avenue, the price secured being $36,000. Another deal was a half interest in two lots on Granville Street, near Robson, to Messrs. Leeson and Phillips for $35,000. Further south, on Granville Street, two lots in block 83 were sold to a well-known business man, who will also erect a three-storey business and apartment house block there in the near future. The price secured for this plot was $28,000.

There has been considerable inquiry for real estate in the neighbourhood of the old Indian trading post of Hope, due to railway construction in that direction.

The British Canadian Wood Pulp and Paper Co., which purchased a large tract of land on Howe Sound, twenty-five miles distant, are installing digesters, beaters, and a cylinder machine, and expect to commence by turning out forty tons of wrapping-paper per week shortly.

The local Builders' Exchange held its annual banquet, at which Mr. S. J. Crowe, the president, stated that when the Seymour Creek system was completed, next July, Vancouver would have a splendid water supply. The road up the Seymour Valley would be a picturesque drive and stimulate building.

The percentage of earnings paid by the B.C. Electric Co. for the last year to the city aggregates $16,300, an increase of over 60 per cent. on the previous year. December payment was a record, being $2,1000. The net earnings for the year were half a million, and the city gets 5 per cent.

Victoria.—At a meeting of lumbermen on the coast, prices for rough lumber were reduced $3 per 1,000; clear $2, and shingles 75 cents per 1,000. The wages of woodmen and millmen were stated to be 25 per cent. lower than a year ago, and there are 300 million feet of lumber on hand, or more than half the entire cut of 1907.

During the first three weeks of the year building permits, mostly for dwellings suitable for the ordinary citizens, have been issued to the amount of $45,000, and this in the very worst part of the worst season of the year for building operations.

A fine new residence is to be built for the Lieutenant-Governor at Hatley Park, and there is also the probability that the road to connect Goldstream with Mill Bay will be built. This in itself is a stupendous work, which will mean much to the city of Victoria.



Photo by] THE EARLY DAYS OF A PRAIRIE TOWN. [E. C. Blair.



AN ATTRACTIVE TOWNSITE IN SOUTHERN BRITISH COLUMBIA.

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The Editor will consider articles, photographs, and communications of general interest on Canadian subjects. Rejected matter can only be returned if the necessary postage is enclosed, and no responsibility is undertaken for the safe return of such matter.

Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

Letters may be addressed care of our London or Canadian offices to be called for (not forwarded).

Cheques and P.O.O. to be made payable to "The Canada Newspaper Co., Ltd."

CORRESPONDENCE.

THE NEED FOR LABOUR IN BRITISH COLUMBIA.

To the Editor of *Canada*.

SIR,—In view of the many discouraging letters from emigrants which have during this winter appeared in British papers, the following extract, which is taken from a letter from a very prominent Vancouver firm to their representative in England, may be of interest to your readers as showing the views of those who are in the best position to form an opinion as to the conditions that obtain in the principal city of British Columbia:—"We are sorry to hear that you have had occasion to contradict exaggerated reports of the conditions prevailing in Canada that are being published in the English newspapers; we have had occasion to do the same in this country, and think it a great pity that the press do not realise what a serious effect upon the welfare of a new country may result from inaccurate repetition of rumours and reports which they take no trouble to authenticate. This is particularly the case with regard to the statements which have been circulated about the numbers of the unemployed in the city. There are certainly a good many idle men in the city, but a large proportion of them refuse to work except at their own trade and at full wages, and are independent about it. There are always at this time of the year a number of men from the closed logging camps. These generally arrive in the city with from $500 to $800 in November, and do not want to work until the camps open again early in the year. The city authorities and the provincial governments have been giving employment to a large number of men on improvement work, and this has provided for most of the deserving cases of the unemployed. Labour-agitators and impostors have given the authorities a good deal of trouble, and have drawn a good deal of disproportionate attention to the question."—Yours faithfully,

T. M. B.

Clapham.

SOME ENGLISHMEN WHO HAVE "MADE GOOD."

There has, during the last few years, been a chorus of complaints from one end of Ontario to the other regarding the class of Old Country immigrants who have been unloaded on Ontario. Little has been heard of those who have made good, although there must be a considerable number of these. Certainly, one lot of Old Country immigrants, who landed in Manitoba nearly twenty-five years ago, have proved themselves worthy of the land which provided the pioneers who laid the foundations of this province. This is the simple story told by one of these people from the old land who settled in the early eighties in what is now the elder sister in the group formed by the prairie provinces.

"When our family landed in Manitoba," said this man, "I was seventeen years of age. We were one of a number of families who set out to form new homes in the West. The first two or three years were spent by our family on a sand farm before we discovered how utterly valueless it was. Then I moved to a more favourable location situated near Welwyn. This was in '83. Although the land was good there, we had, with the exception of '87, a succession of bad crops from the time we settled down until 1890—a long seven years. Only in one year out of seven were we blessed with a good yield. For nearly five years we had no money, not so much as a 25 cent piece. We had no horses, all our work being done by oxen. Although our family had been farmers at home, we had everything to learn on coming here."

The speaker vehemently denied the suggestion of there being anything heroic in what was accomplished. "We simply could not get out," he said, "and so had to stay there until fortune turned." Happily, fortune has turned, and for seven or eight years, with the exception of the last season, Nature has been kind, bountiful crops have been reaped, and the whole settlement is now on the highway to prosperity.—*The Weekly Sun*, Toronto.

THE UNEMPLOYED IN TORONTO.

Official Statements and Advice to Emigrants.

On account of the conflicting statements which recently appeared in the British Press referring to grave distress in Toronto among the newly arrived emigrants, we forwarded some of the letters which were published to the Ontario Government, and received, in reply, the following interesting and authoritative statement from the Chief of the Colonisation Department of that province:—

SIR,—Referring to the letter of A. Stanmore, appearing in the *Yorkshire Post*, as to the number of unemployed in Toronto, I have to say that while Mr. Stanmore's letter is an exaggeration of conditions here, it is only fair to say that a very large number of people, mostly immigrants, are at present out of employment. As you know, immigration to Ontario last year was larger than at any previous time. Many of these people came here late in the fall, when the building trade, which usually absorbs a very large amount of labour, was about to close down. Ordinarily men engaged in the building trade are able to secure other employment when building stops, but, owing to the financial stringency last fall in the United States, which ultimately affected Canada, many of the industrial establishments were obliged to reduce their staff, hence the men engaged in the building trade found it very difficult to obtain work.

Many of the immigrants had arrived here too late in the season to save anything from their labour before work became scarce. The result would be a very great deal of hardship were it not for the efforts of the charitably disposed people of Toronto to look after them. Another phase of the labour situation peculiar to Toronto has affected these newcomers. Quite a number of artisans, finding house rents much higher in Toronto than they had been accustomed to, bought a small lot of land just outside the city limits. This land they could buy on making a small cash deposit, paying the balance in monthly instalments. Once in possession of the lot they managed to scrape up $50 or $100, and bought some lumber. With the assistance of their neighbours they put up what we call a "shack," a rough board building, usually of one room, and covered with tar paper, in which to live until they could get a better house. All the savings they had made in many cases went into this house, so that when the money stringency struck us suddenly last fall, and many of the industrial concerns were obliged to reduce their working staff, it was always the newcomers, those last engaged, who were the first to go. These men were the immigrants recently arrived, who had invested what little money they had in these properties. None of the real estate concerns have foreclosed or dispossessed any of the people, but when their work stopped temporarily they were absolutely without funds, hence there has been some distress, and there would have been a great deal more but for the action of the people of Toronto, who are looking after these people as well as can possibly be dne.

Many of them were found to be in very straitened circumstances without making any complaint, and it has been difficult in some cases to find out the people really needing assistance because of their dislike to appeal for aid. As stated, many of these shacks are just outside the limits of the city of Toronto. The charitable organisations of the city of Toronto were sufficiently organised to look after all the unemployed and needy people in the city, but the county municipalities were not organised, and the hardships among the immigrants were mostly in what we call "shacktown," outside the city. Appeals by the newspapers, however, have brought several thousands of dollars within a few days to look after these people, and very efficient organisations have been effected to see that the relief is afforded where needed, and there is no overlapping.

That this trouble is only temporary I feel reasonably certain, but at the same time there should be no immigration to Ontario until probably the latter part of March or the first of April, except the party emigrating has sufficient money to maintain himself until work opens up in the spring.—Yours truly,

THOS. SOUTHWORTH.
Director of Colonisation.

Ontario Department of Agriculture,
Parliament's Buildings, Toronto,
February 4, 1908.

THE CHURCH IN CANADA.

The seventeenth edition of the Year Book and Clergy List of the Anglican Church in Canada, which has just been issued, shows that there are now two archbishops, nineteen bishops, and 1,357 clergy in Canada. The Canadian missionary field includes the diocese of Algoma, Moosonee, Keewatin, Rupert's Land, Qu'Appelle, Calgary, Kootenay, New Westminster, Columbia, Caledonia, Yukon, Mackenzie, Athabasca, and Saskatchewan, and embraces nearly three-quarters of the area of the Dominion. For this work in 1908 some $83,650 is needed. The work is carried out among 100,000 Indian and Eskimos, 15,000 Chinese, 5,000 Japs, with other foreign and 900,000 whites.

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Trade Notes.

[*Canadian Patent Agents handling valuable Inventions which they consider will be of use in Great Britain should communicate with us.*]

The Algoma plant at Sault Ste. Marie is in operation again, and is turning out 700 to 800 tons a day.

The Canadian Pacific Railway has placed orders for 50,000 tons of steel rails, 40,000 tons going to the "Soo" Company and 25,000 to the Dominion Steel Company.

Insurance rates in Edmonton, except on lumber mills have been reduced by 15 per cent. in consequence of improvements and extensions in the fire protection system.

The old Taylor Paper Mills, in the Don Valley, Toronto, are to be reopened by Mr. Robert Davis, of Todmorden, Ont., who will arrange for the company to resume operations and instal a first-class modern equipment.

The Provincial Construction Company Limited, of Toronto, has secured the contract for the building of the new Mount Carmel wing of the Chateau Frontenac at Quebec. The Kahn system of reinforced concrete will be used throughout.

Mr. E. R. C. Clarkson has been appointed liquidator of the Canadian Shipbuilding Co., of Toronto. It is expected that arrangements will be made for the company to resume operations. Mr. F. Nicholls and others interested in the shipbuilding industry in Canada are advocating the grant of a Government subsidy of $6 per ton.

A new scheme for the inspection of building has been inaugurated by the Fire Committee of Montreal. The officers of the Fire Department are now empowered to enter any building, private or public, at any time for the purpose of inspection, and may insist upon the removal at the expense of the owner of any rubbish or material liable to cause fire.

Statistics of the salmon fisheries on the West Coast of Canada show a great depletion in this valuable industry. When in 1886 the pack on the Fraser River was 183,007 cases it was thought exceedingly small; last year the total was only 163,116 cases, and of sockeyes only 59,815. The pack for the whole of the British Columbia coast last year was 547,459 cases. It is not expected that the pack in 1908 will exceed that of 1907.

TRADE PERSONAL.

Mr. George H. Gooderham, vice-president of the Canadian National Exhibition, accompanied by Dr. J. O. Orr, the secretary, and Mr. C. A. B. Brown sailed from New York for Naples en route to England on February 15. Mr. Gooderham is an enthusiastic motorist and will tour across the Continent in an automobile.

THE IMPORTS OF CHEDDAR CHEESE.

To the imports of Canadian cheddar, which last year totalled nearly two million boxes, valued at £3,000,000, and that from the United States and Australasia are now to be added shipments from Holland. The celebrated cheese-makers of the county of Cheshire, as the result of the introduction of this latest competitor, are seeking to form a Cheshire Cheese Society, which shall help to popularise the native product and "instruct and protect" its makers and users. They point out what Canada has done by the action of its Department of Agriculture and its local societies to maintain a certain standard and to create a demand for Canadian cheddar, and consider the time is ripe to advertise the home-made product upon similar lines. "Cheddar" is the cheese most commonly asked for by the great bulk of British consumers, and by paying more attention to exhibits at the various fairs and expositions, stamping the cheese as "Made in Cheshire," and adopting similar protective and advertising methods, it is hoped to stimulate the demand for real Cheshire cheddar. Referring to the growing popularity of Canadian cheese, a correspondent of *Canada*, who has not been in England for some years, says:—"I notice with satisfaction that in the area of many large towns, where the artisan class does its weekly shopping, it is no longer so common as it was for the retailer to sell all his imported cheese as 'American'; now many buyers ask for 'Canadian,' and the shopkeeper recognises that there is a difference between the products of the United States and of Canada."

Answers to Trade Correspondents.

G. J. W. (Birmingham).—There is a resident commercial agent appointed by the Dominion Government in your own city, viz., Mr. P. B. Ball, 39 and 40, Central House.

G. T. (Northampton).—Boot and shoe manufacture is one of the most prominent Canadian industries and what imports there are come mostly from the United States. There is a better opening for the operator than the manufacturer in this line unless he establishes a plant in Canada. The most modern machinery is used.

G. W. D. (Leicester).—The importation of such goods has greatly increased since British manufacturers have paid more attention to the styles and shapes which are popular in Canada. Preferable to appoint a resident representative with practical knowledge of the details of manufacture. The tariff admits such British manufactures at 22½ per cent.; foreign tariff is 35 per cent.

Canadian Buyers in England.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

George Kent (Greenshields, Ltd., Montreal)—Hotel Cecil.
Geo. H. Stewart (Hobart, Sons and Co., Winnipeg)—17, Aldersgate Street.
A. W. Guard (The W. R. Brock Co., Ltd., Toronto)—35, Milk Street, E.C.
P. S. Hilton (Smith Bros., Halifax, N.S.)—35, Milk Street, E.C.
Thos. Glover (Thos. Glover, Picton, N.S.)—Ivanhoe Hotel.
S. A. McLeod (Moore and McLeod, Charlottetown, P.E.I.)—35, Milk Street, E.C.

LEICESTER.

H. W. Barnes (Robinson, Little and Co., Winnipeg)—Grand Hotel.
F. G Crawford (The Gault Bros. Co., Ltd., Winnipeg)—Grand Hotel.

MANCHESTER.

H. S. S. Mason (The Gault Bros. Co., Ltd., Montreal)—Indian House, Whitworth Street.
F. P. Garneau (Garneau, Ltd., Quebec)—Midland Hotel.
M. P. Beaudry (Gauvrean, Beaudry and Co., Quebec)—Midland Hoted.
J. A. Shehyn (McCall, Shehyn and Co., Quebec)—Midland Hotel.
L. E. Prowse (Prowse Bros., Charlottetown)—Midland Hotel.
C. Spencer (David Spencer, Ltd., Vancouver, B.C.)—Midland Hoted.
J. W. Mayers (Newfoundland Clothing Factory, Ltd., St. John's, Newfoundland)—Mosley Hotel.
J. S. Rennie (Robert Templeton, St. John's Newfoundland)—Grand Hotel.

BRADFORD.

E. St. Pierre (Thibaudean Bros. and Co., Quebec)—Victoria Hotel.
A. T. Little (Robinson, Little and Co., London, Ont.)—Midland Hotel.
D. McKay (Robinson, Little and Co., Winnipeg)—Midland Hotel.
D. L. Chabot (Hodgson, Sumner and Co., Montreal)—Midland Hotel
J. M. Murphy (J. and M. Murphy, Halifax, N.S.)—Midland Hotel.

The Liverpool staff of the Allan steamship line recently successfully inaugurated a social gathering, which, it is intended to make an annal affair. Every department of the office was represented, the total number present, including many friends, being nearly 300, among them being the popular manager of the passenger department, Mr. F. S. Thompson, the Rev. H. E. Elwell, Dr. McCormas, Messrs. W. H. Hampson, R. H. Nelson, G. H. Lee, W. McGuinness, E. McGough, Captain Macnicol (commander of the turbiner *Victorian*), and Messrs. E. Meystre, Ormond, W. Haydon (Publicity Department), and H. Brown. The following formed the committee, to whom the success of the evening was largely due.—Messrs. H. Taylor, D. C. Darroch, W. Macklin, N. Askwith, J. McNab, and F. King (hon. secretary). The entertainment took the form of a whist drive, and a large number of ladies were included in the party. Mr. Thompson, in thanking the committee for its successful efforts, remarked that, happily, the Allan line had always been characterised by the friendly feeling existing not only between principals and staff, but also between the individual members of the staff itself.

The Plimley Automobile Company, of Victoria, B.C., which is doing a good business in British machines, have just issued a valuable map for motorists, showing the various automobile routes in the Island of Vancouver, which cover, it is said, 1,500 miles of excellent roads.

Canadian Government TRADE COMMISSIONER SERVICE IN GREAT BRITAIN.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in Great Britain:—

P. B. BALL, Room 39 and 40, Central House, Birmingham.

J. B. JACKSON, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Sun Buildings, Clare Street, Bristol.

Commissioners and Agencies have also been established in various other parts of the World as follows:—

Australasia—
J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China, Japan, and Corea—
W. T. R. PRESTON, Club Hotel, Yokohama.

France—
A. POINDRON, 101, Rue Réaumur, Paris.

Japan—
ALEX. MACLEAN, No. 14 Bund, Room B, Yokohama.

Mexico—
A. W. DONLY, Rebeldes No. 6 Mexico, D.F., Mexico

Newfoundland—
E. D. ARNAUD, Gazette Building, Water Street, St. John's.

Norway—
C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.

West Indies—
E. H. S. FLOOD. Barbadoes.
E. A. H. HAGGART, Kingston, Jamaica.
R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada to British and Foreign Importers or Exporters without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

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Railways.

The Grand Trunk Railway has nearly one hundred engineers, each drawing over $100 a month, running out of Sarnia.

It is understood that Mr. J. E. Dalrymple, general frieght agent of the Grand Trunk Railway system, will soon take up his residence at Winnipeg, thus assuming the position of the Grand Trunk Pacific's chief freight officer in that section of Canada.

Mr. W. Mackenzie, President of the Canadian Northern Railway, states that the Brandon to Regina extension, over which freight is being hauled, will be in shape for passenger traffic about June, and the line from Saskatoon to Goose Lake will be laid in the spring.

The Grand Trunk Pacific Railway is arranging for the construction at Victoria, British Columbia, of a large stern-wheel steamboat to run between Essington and Hazleton on the Skeena River. The engines and boilers are to be shipped by the Polson Iron Works, Toronto.

There is now under construction or definitely arranged for and financed 4,000 miles of railway in the Canadian northwest without taking into consideration the mountain section of the various lines which eventually will have their terminals on the Pacific coast, or the eastern end of the Grand Trunk Pacific which will link the prairies with the Atlantic.

On February 1 the Canadian Pacific Railway started a system of giving good and bad marks on its western line. Employees who do anything particularly creditable will be given good marks, and vice versa, with a provision that as soon as the employee scores sixty discredits he will be dismissed. On the contrary, each good mark will score off a bad mark.

Shipping.

The Alley Line has started a regular freight service between Vancouver and Australia via New Zealand.

All the passenger steamships of the Canadian Pacific Railway line are being fitted with the Marconi wireless telegraph system.

For service between Fort William and Montreal the Merchants Steamship Co., recently incorporated (president, Mr. J. T. Mathews), are building, at Hebburn-on-Tyne, the s.s. *Beaverton*, of a carrying capacity of 3,300 tons.

During last season the Reid-Newfoundland Co.'s steamship *Bruce* made 140 round trips between Port aux Basque, Newfoundland, and Sydney, Nova Scotia, carrying about 16,000 passengers.

Commencing with the departure of the Allan turbiner, *Virginian*, yesterday the weekly direct mail service to Canada will be carried on by that vessel, the *Victorian*, and the two *Empresses*, alternately leaving Liverpool every Friday.

A number of local men at Glace Bay, Nova Scotia, are endeavouring to interest capitalists in the building or buying of ships to engage in the coal and iron trade of Nova Scotia. The move is taken owing to the Order revoking the coasting privileges to foreign vessels from January 1 next.

The steamer *Lady Sybil* built by Messrs. George Brown and Co., Greenock, ran trials on the Clyde on February 20. Originally the vessel was named the *Evangeline*. She will sail for Halifax shortly and be employed in coastal service.

The Union Steamship Co.'s new steamship *Cariboo*, which is now nearing completion at Troon, Scotland, is a steel twin-screw vessel of 1,500 tons, and is specially designed and constructed for the British Columbia coasting trade.

The *Miowera*, which has made sixty-three voyages between Vancouver and Australasia, is being replaced by the s.s. *Marama*, of 6,500 tons and 16 knots. The *Manuka* will replace the *Moana*. A new 7,000 tons 17 knot steamer, building by Messrs. Stephens on the Clyde, will replace the *Aorangi*.

Messrs. Archibald M'Millan and Son, Ltd., Dumbarton, launched on February 20 the steel screw steamer *Prince Rupert*, which they have built for the Calvin Co., Ltd., Toronto. The *Prince Rupert*, which is about 260ft. in length, is intended for service on the Canadian lakes. The machinery is being supplied by Messrs. Muir and Houston, Glasgow, The naming ceremony was performed by Mrs. Ralston Mitchell, Belhaven Crescent, Glasgow.

LABOUR IN CANADA.

The official *Labour Gazette* for January expresses a more hopeful view regarding the outlook for the employment of immigrants so soon as the spring comes. The exceptionally mild winter has permitted the preparation of an unusually large amount of land in Western Canada for seeding. The relaxation of financial stringency and the immense demands of the railways will all tend to more than absorb those who have been more or less idle since October. The issue also contains a special review of the trade disputes occurring in Canada during 1907. Altogether, 149 trade disputes, affecting 34,694 workpeople, and causing a loss of 613,986 working days, occurred in 1907, compared with 138 disputes affecting 26,014 workpeople, and causing a loss of 489,775 working days in 1906.

The Dominion Trades and Labour congress recently sent a deputation to Ottawa to urge upon Ministers the introduction of a Workmen's Compensation Act; an eight hour day on Government work; a system of old age pensions; increased restrictions upon the immigration of strike breakers; and the introduction of Hindoo labour; also a measure to provide for the organisation of Co-operative Societies and the application of the principle to banking as well as to trade and commerce. In the replies Sir Wilfrid Laurier and Hon. R. Lemieux, Minister of Labour, undertook to treat the Co-operative Bill introduced by Mr. Monk, M.P., as a Government measure. The premier did not think the time was ripe for Canada to pass an old age pension Act.

The present Lemieux Act affecting immigration will be tested for a year or two before further amendments are made. The protection of 'longshoremen, technical education, a Workmen's Compensation Act and a Government eight-hour day measure were all promised consideration.

Mr. Lemieux stated that the present arrangements of the Ministry of Labour were working satisfactorily. If a re-arrangement of the Cabinet should become necessary his own view was that the Labour Department should have a Minister to itself. As for Japanese immigration, Mr. Lemieux said that the question was settled for all time.

Pressure is being brought to bear upon the Toronto Board of Control by the local Labour Unions to have the contract for the new 15,000,000-gallon pumping plant awarded to the John Inglis Company and the Polson Ironworks, which are Toronto concerns. The Bethlehem Steel Works which tendered at $1,000 higher stipulated for British Babcock and Wilcox boilers to be provided.

The British immigrant is rarely suitable for the hard and special work of the lumber camp. Notwithstanding the large number of unemployed this winter, the wages for efficient shantymen are but little lower. $26 per month and upwards with board has been about the minimum wage. In British Columbia wages for this class of labour has recently fallen considerably.

CANADA'S INCREASING FOREIGN TRADE.

Returns to the Department of Custom of the foreign trade of the Dominion for the calendar year 1907 show that the total imports and exports together amounted to $658,600,774, which is a gain of $64,281,485 over the preceding year. This sets a new record in the foreign trade of Canada, yet one which, we feel sure, will be again outdone in the year on which we have now entered. The imports, which include very large purchases of raw materials for Canadian manufactures, amounted during 1907 to $385,275,360, an increase of $60,433,675. The exports amounted in the same period to $273,325,414, which is an increase of $3,847,810. As an indication of the tendency of trade in the last month of the calendar year it may be added that the total imports for December of $24,548,061, represent an improvement of $4,687,936 over the corresponding month of 1906, whilst the total exports of $29,363,544 represented an increase of $10,779,115 over December, 1906. It is only fair to add, however, that the bulk of this gain in the export returns was not made up of exports of domestic, but of foreign produce. The increase of exports of domestic produce in December was $248,651.

THE GRADING OF CANADIAN APPLES

Statement by Mr. J. A. Ruddick.

Mr. J. A. Ruddick, the Dairy and Cold Storage Commissioner of the Canadian Department of Agriculture, has addressed a long letter to us upon the subject of the grading and marking of Canadian apples, in the course of which he says:—

"The complaints regarding the grading or marking of Canadian apples this year are confined largely to the question of the size of the apples, and it is alleged that many barrels marked No. 1 should properly have been marked No. 2 on account of the small size of the apples.

"The section of the Fruit Marks Act which defines No. 1 grade reads as follows:

"'Section 321.—No person shall sell, or offer, expose or have in his possession for sale, any fruit packed in a closed package, upon which package is marked any designation which represents such fruit as of No. 1 quality, unless such fruit consists of well grown specimens of one variety, sound, of *not less than medium size*, and of good colour for the variety, of normal shape and not less than ninety per centum free from scab, worm holes, bruises and other defects, and properly packed.'

"It will be observed that medium sized apples come properly under grade No. 1. That is to say, a package containing only medium sized apples may be correctly marked No. 1 if the apples conform to the requirements in other respects. Those who drew up this definition had in mind the fact that in ordinary seasons there is along with medium sized apples a large proportion of large or very large apples which go to improve the general appearance and character of the No. 1 grade. The past season was an extraordinary one in this respect, as all varieties grown in Ontario and many varieties in Nova Scotia were undersized. Thus, many packers who have fully observed the provisions of the Fruit Marks Act in a strict legal sense, have been unable to make as good a showing as usual, although the crop was unusually clean and bright.

"For some unexplained reason several large operators have this season persistently marked their fruit one grade lower than the quality of much of it would justify. Such a practice, if continued, would probably have a tendency to destroy confidence in the grading and marking.

"As for the administration of the Fruit Marks Act, it is evident from some of the comments received that there is considerable misapprehension on this point as well as in reference to the definition of grades in the Act itself.

"In the first place, it should be made clear that there is no attempt made to carry out a general inspection or official grading of all apples. There is no Government supervision of the packing, as has been suggested. The Dominion fruit inspectors do not actually examine probably more than 1 or 2 per cent. of the packages exported. The onus of packing and marking the apples correctly rests on the packer and not on the Government or its inspectors.

"There is one more point on which there appears to be a misunderstanding. We find that a number of f.o.b. contracts have been made this year in which it has been either stipulated by the purchaser, or promised by the seller, that the apples were to be subject to 'Government inspection,' etc., etc. A contract which rests on such a clause cannot be carried out, because it would be impossible for the Government to undertake such inspection or to assume any responsibility in such cases."

In conclusion Mr. Ruddick says:—

"Dealers and importers in Great Britain may be assured that the Department of Agriculture is desirous of assisting the trade in every possible way. Suggestions and criticisms are invited, but it is desirable that there should be a clear understanding of the work which is undertaken by the Department."

The Grand Trunk Railway officials state that in no previous winter was so large an amount of money spent in so short a period of time in trying to keep the different lines open owing to the heavy snowfalls in Eastern Canada.

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SAVINGS BANK DEPARTMENT.—Interest allowed on Balances.

Sir Hubert Von Herkomer AND PUBLIC OPINION

Sir Hubert Herkomer, the distinguished artist, writing from Bushey to the Editor of "Public Opinion, says, on February 11th, 1908:—

Dear Sir,—It gives me great pleasure to tell you how your paper, PUBLIC OPINION, answers a purpose in my life. Although I read a great deal, I find it impossible to keep abreast of the trend of higher thought that is going on around me, which can only be gathered from various articles and letters in newspapers, and articles in magazines. But your paper gives me the assurance that I miss nothing which would be of use to me in the train of thought upon which I may just be engaged, and seldom does a weekly issue of PUBLIC OPINION appear from which I cannot cull some useful suggestion. As a lecturer on art, I need all the suggestions on life that I can get into my hands, for I treat art in all its phases popularly. From PUBLIC OPINION I get to know certain modern authors with whose methods of thinking I am in sympathy, and those I follow up further. Your paper does me the service to point to them.

Your selection of current thought is worthy of all praise, for it gives one the wholesome feeling that the world is, after all, not going to the devil, but contains thinkers and good men and women.

I wish you, with all my heart, continuous success with your paper.

Yours very truly,
(Signed) HUBERT VON HERKOMER.

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Every Friday Twopence

EDITED BY PERCY L. PARKER

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"CANADA," No. 112, Feb. 29, 1908.

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NOVA SCOTIA APPLES

Selected and forwarded by the Nova Scotia Government, is now on view in the

CANADIAN COURT, CRYSTAL PALACE.

SPECIMENS can be loaned to local Exhibitions upon application to the Agent-General, MR. JOHN HOWARD, 57a, PALL MALL, LONDON, S.W., from whom all information can be had respecting the Province.

Subscribers who take an interest in *Canada* and who would like their friends to see the journal are invited to communicate with the Editor. If the addresses of friends are supplied we will gladly forward specimen copies.

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Canadian Finance.

(From Our Own Correspondent.) TORONTO.

Although the Canadian Exchanges are still subject to Wall Street influences, the tone here has been fairly good during the past week or two. The very encouraging statements made by the presidents at the meetings of banks and other prominent institutions have helped to inspire confidence, and there is every prospect of better prices in the near future. Monetary conditions continue adverse so far as speculation is concerned, and the banks are not very willing lenders even at 7 per cent. It is worth noting that at Montreal loans are being made on a 6 per cent. basis, and the general belief is that the Canadian market will presently come into line with other financial centres. At present, however, business is almost entirely limited to investment transactions, and the changes do not amount to very much anywhere. The tendency is not at all unsatisfactory, and the trade outlook is promising, although 1908 must not be expected to stand out prominently in the history of the Dominion, judging from present indications. It should not, however, be characterised by any marked set-back in trade, or justify the croakings of those pessimists who have predicted all kinds of unpleasant happenings as likely to attend its progress. Judging from rumour hope has not yet been abandoned of a settlement in the Steel-Coal dispute. In view of the cabled success of the Montreal Power bond issues, in London, there has been some speculation as to the result of the offering of Richelieu and Ontario Navigation bonds. It is recognised that British investors are but indifferently acquainted with navigation stocks, but it is hoped that the response will be favourable.

Toronto Electric Light.

The gross results delivered by this important concern for the past year amounted to $1,039,716, compared with $899,578 in the previous year, the operating expenses being $651,925, against $562,847 in 1906. The net profits figure at $387,791, in contrast with $336,731 in the preceding year. It is worth noting that owing to the fact that the company was using both Niagara and steam power the ratio of expenses to revenue was somewhat increased, but it is anticipated that there will be a substantial reduction in cost of working during 1908. Dividends at 8 per cent. were paid, and $150,000 transferred to reserve, which now stands at $650,000. The total assets are given as $5,215,805.

Snowstorms and the Railways.

Canadian Pacific Railways have been weak in sympathy with developments in New York. The falling off in traffics will cause no surprise when the heavy snowstorms are taken into consideration, and it is probable that the January statement will prove quite satisfactory. The usual dividend has just been declared, but it had, of course, no effect upon the market, having been anticipated. The Canadian Northerns December statement compares with a period characterised by severe storms. It shows a gross increase of $264,900, the net gain being $114,300. The elements have been responsible for a check in the steadily-increasing earnings of the Montreal Street Railway. The management succeeded in maintaining its service, but the traffics showed a decrease for the week of $1,522, this decline in earnings being the first experienced this year.

No Shortage of Freight Cars.

Whilst it is common knowledge that the great transportation companies have been doing all in their power to provide additional freight cars as a result of the uncomfortable experience of the past few years, other factors have been at work in the same direction, and it is now said that a very large quantity of rolling stock is standing idle. This is due, according to one authority, to the short crop of wheat, the carriage of large quantities of coal to prevent a recurrence of last year's coal famine, and the efforts of wholesale houses to keep business within check owing to the necessities imposed upon them by financial conditions. It is said that the Canadian Northern have 2,000 freight cars idle, and that the Canadian Pacific Railway have many more than this doing nothing.

Dominion Finances for Ten Months.

According to the financial statement for January and for the ten months of the fiscal year ending March 31, the revenue for the former period increased $304,337, and for the ten months $9,374,542. The aggregate expenditure for the latter period was $56,332,534, or $10,650,229 in excess of the corresponding period, $2,033,244 of the total increase being credited to January 7. For the ten months the total expenditure on capital account amounts to $22,245,499, $17,446,975 of this being chargeable to public works and railways and canals, as against an aggregate outlay to the end of December of $15,034,869.

The London Market.

LONDON, WEDNESDAY.

The markets have been uninteresting for the most part, with a downward trend, due more to absence of business than to any untoward events. The Continental Bourses have been a seller of their own specialities and were at one time decidedly weak. Home Rails have been quiet, but the belief that further labour troubles will be averted, and the announcement that the President of the Board of Trade and Engineering firms and the Union officials had arrived at the terms of a provisional agreement in connection with the engineering dispute, were favourable factors. Several stocks principally affected have been supported, but the general list shows but moderate alterations. Americans have been dull and heavy, and the market displayed little improvement after its holiday. Business remains entirely professional, and investors on both sides of the Atlantic are apparently not at present attracted by the reduced level of current quotations. The news that Mr. Pierpont Morgan is leaving for London, and the prospect of a renewal of the anti-trust campaign did not tend to encourage operators either here or at New York. Opinion was pretty evenly divided as to whether the Bank of England would alter its minimum rate of discount this week. This market has been chiefly occupied with the fortnightly settlement, and new business has been of exceedingly moderate dimensions all round the House. Canadian Government issues have hardly altered all the week, but a feature was an advance of a full point in British Columbian Threes, and the cable to the effect that the Budget shows a surplus of $1,000,000, produced an excellent effect. C.P.R.'s have shown weakness on their latest traffic return, and close about a point down. Some uneasiness exists as to the probable character of the monthly statement. Dealings have been reported in the new stock (20 per cent. paid) on the basis of 57½-58½ per cent. The Grand Trunk traffic was not quite so bad as some operators had feared it would be, and the market rallied a little, but prices on balance are rather easier, and the Guaranteed has not recovered the fall which followed the announcement of the new issue referred to in last week's *Canada*. Among the less active issues Quebec and Lake St. John Incomes have lost a point. Hudson's Bays are unchanged. The Canadian South American group has displayed a rather irregular appearance, movements being fairly evenly divided. Electrical Development of Ontario Bonds improved sharply on confirmation of the report published in last week's *Canada* as to the important developments in connection with the company referred to elsewhere. The current coupon will be payable by the Canadian Bank of Commerce on Monday next. We understand that the several new Canadian issues recently introduced have all gone very well with the exception of the Richelieu and Ontario Navigation Bonds, and these, as was anticipated by our Toronto correspondent, have apparently not proved attractive to the home investor, for we understand that the underwriters will have to take up a considerable proportion of the amounts for which they have subscribed. Towards the close speculation was rife as to the rumoured dissensions in the Cabinet and the possible retirement of the Premier, but markets remain non-resilient.

Financial Items.

Chignecto Marine Transport Railway Company.—The final steps for winding up the affairs of this Company were taken on February 10, when the National Safe Deposit Company commenced paying the holders of mortgage bonds the available balance. The founders of this unfortunate enterprise in 1882 proposed to transport vessels across the narrow neck of land separating the Bay of Fundy from Northumberland Strait, and secured an annual subsidy from the Dominion Government, which was withdrawn, and the project was abandoned.

Answers to Correspondents.

S. B. (Manchester).—We would prefer the Water Power Securities rather than Permans.

A. F. A.—Yes, you are entitled to the dividend; your broker can collect this for you.

"COBALT."—You had better confine your speculations to those shipping companies given in our list.

"QUEBEC."—These income bonds are, of course, speculative but offer an attractive return. The price is likely to improve later on when general conditions are more normal.

C. B. H.—An option on these shares might prove profitable. We presume you mean for the "put." There is a very wide discrepancy in the prices charged which your broker can negotiate. You take more risks with the outside firm.

W. J. S. (Edinburgh).—You would find the information you want relative to Canadian municipalities and their bond issues in the handbook recently published, entitled "Opportunities in Canada," price 1s. 2d. These can be obtained from the Publisher of *Canada*, 34-35, Norfolk Street, Strand, W.C.

"EXCHANGE" South Devon).—You will get the current rate of exchange for gold at any bank in Canada. Of course, on board ship you should not exchange money if you can avoid it as the rates are against you. On purchasing drafts on a Canadian bank you can generally calculate on getting about 4.86; you cannot expect to get $5,000 for £1,000. There are many sound and well managed companies in Canada which will return you 7 per cent. on your money, and Real Estate Agents can get you 8 per cent or 9 per cent. at present on first-class mortgages; but this rate will naturally become lower as financial conditions on the other side become normal. We have dealt at some length with the prospect of the Canadian General Electric in our Investment numbers published on Jan. 4 and Feb. 1. These can be obtained from the published, price 1s. each.

COBALT SHARES.

"Canada" only quotes the shares of those companies which are regarded as bona-fide mining undertakings. Their appearance in our list does not infer that we regard them as worth buying at the price quoted, but they are to be regarded (subject to weekly revision) as the standard Stocks in Cobalt securities.

The following were the quotations at Toronto on February 14:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Foster-Cobalt Mining Co....	$1,000,000	$1.00	.65	.60
Trethewey	1,000,000	1.00	.51	.48
Buffalo Mines Co.	900,000	1.00	2.50	1.50
McKinley-Darragh-Savage Mines	2,000,000	1.00	.80	.70
Cobalt Silver Queen.. ...	1,500,000	1.00	.97	.93
Green-Meehan Mining Co...	1,500,000	1.00	.16	.12½
Coniagas	4,000,000	5.00	4.05	3.90
Kerr Lake Mining Co. ...	3,000,000	5.00	4.00	3.00
University Mines	1,000,000	10.00	3.00	1.50
Nipissing Mines Co. ..	6,000,000	5.00	6.50	6.12

CANADIAN RAILWAY REVENUE STATISTICS.

Name of Railway.	Seven Days Ending Feb. 21.	Compared with Corresponding Seven Days Last Year. Increase.	Decrease.
Alberta.....	$3,735	$390	—
Canadian Northern	$127,800	$31,600	—
Canadian Pacific	$1,054,000	—	$148,000
Grand Trunk	£94,549	—	£10,577
Canada Atlantic.....	£5,215	—	£247
Grand Trunk Western	£18,640	—	£1,664
Detroit Grand Haven	£4,938	—	£1,420
Mexican Southern.....	$25,231	—	$109
Mexican	$150,700	—	$8,800
White Pass & Yukon (Feb. 7)	$6,150	—	—

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CANADIAN SECURITIES.

LATEST PRICES IN MONTREAL AND TORONTO.

BANKS.	Paid	Price per Share per $100.*
Bank of Brit. North America ...	£50	145
Bank of Hamilton	$100	190.192
Bank of Montreal	100	239
Bank of New Brunswick ...	100	270.275
Bank of Nova Scotia	100	275.280
Bank of Ottawa...	100	212.215
Bank of Toronto	100	207½
Banque d'Hochelaga	100	134.136
Banque Nationale	30	120.125
Canadian Bank of Commerce...	50	164
Dominion Bank...	50	224
Eastern Townships Bank ...	50	151.155
Imperial Bank of Canada ...	100	212
Merchants' Bank of Canada ...	100	155.158
Metropolitan Bank	100	193.196
Molson's Bank	100	197½.200
Quebec Bank	20	122.125
Royal Bank of Canada... ...	100	220.224
Standard Bank of Canada ...	50	215.220
Traders' Bank of Canada ...	100	122½.123
Union Bank of Canada ...	100	123.125
Union Bank of Halifax ...	50	178.182
LOAN COMPANIES.		
Agricultural Savings and Loan	50	117½.120
British Columbia Permanent Loan and Savings... ...	100	—
Canada Landed and National Investment	50	118.120
Canada Permanent Mortgage ...	10	122
Canadian Savings and Loan ...	50	—
Cent. Canada Loan & Savings..	100	160.165
Dom. Savings and Investment	50	70.72
Hamilton Provident and Loan	100	118.120
Huron & Erie Loan & Savings..	50	175.178
Imperial Loan and Investment	100	71.74
Landed Banking and Loan ..	100	121.124
London & Can. Loan & Agency	50	98.100
London Loan	50	116.118
Montreal Loan and Mortgage...	25	134.140
National Trust of Ontario ...	100	148.150
Ontario Loan and Debenture ...	50	128.131
Real Estate Loan and Debenture	40	85.87
Toronto General Trusts ...	100	145.150
Toronto Mortgage	50	105.107
Toronto Savings and Loan ...	100	110.112
INSURANCE.		
British America	50	95.97
Canada Life	400	167.170
Confederation Life	10	270.280
Imperial Life	45	140.150
Sun Life of Canada	15	413.417
Union Life	100	150.155
Western	20	78.80
RAILWAYS, TRAMWAYS, LIGHT, AND POWER.		
Canadian General Electric ...	100	97
Consumer's Gas, Toronto ...	50	190
Electric Development of Ontario	100	38
Do 5% Bonds	100	74
Halifax Electric Tramway ...	100	97
Hamilton Cataract Power, Light, and Traction	100	—
Havana Electric Railway ...	100	23
Do. 6% Preferred... ...	100	67
London Electric...	100	89.90
London Street Railway ...	40	—
Montreal Street Railway ...	50	179
do. do. 4% Bonds	100	97.100
Ottawa Electric Railway ...	100	—
St. John Railway	100	—
Toronto Electric Light... ...	100	110
Toronto Railway	100	101
Trinidad Railway	100	—
Twin City Rapid Transit ...	100	79.79½
Winnipeg Electric St. Railway	100	136

MINING SHARES QUOTED ON THE LONDON MARKET.

B.C. Development	1	⅞	1
Le Roi	5	¾	⅞
Le Roi No 2	5	1⅜	1½
New Nimrod	1	—	—
Tyee Copper	1	7/16	9/16
Ymir...	1	—	—
Casey Cobalt	1	½	⅝
Cobalt Townsite Silver... ...	1	1 1/16	1 3/16

* In Canada to facilitate business the actual denomination of securities is generally ignored and stocks and shares are quoted at so much % on an assumed par value of $100.

IRON, COAL, AND STEEL, &c.	Paid.	Price per Share per $100.*
Cariboo Hydraulic Mining ...	1	—
Consolidated Mines	100	70.75
Crow's Nest Pass Coal	100	275
Dominion Coal	100	40
Do. 7% Preferred	100	80.90
Do. 5% Bonds	100	92
Dominion Iron and Steel ...	100	15½
Do. 7% Preferred	100	56½
Do. 5% Bonds	100	75½
Intercolonial Coal Mining ...	100	79.81
Do. 7% Preferred	100	—
Montreal Steel Works	100	73.75½
Do. 7% Preferred	100	92.94
Nova Scotia Steel and Coal ...	100	59
Do. 8% Preferred	100	108.110
Do. 6% Bonds	100	100½.102
MISCELLANEOUS.		
Bell Telephone	100	130
Do. 5% Bonds	100	103.105
Canada North-West Land ...	25	—
Do. 6% Preferred	60	—
Canadian Coloured Cotton Mills	100	49.53
Do. 6% Bonds	100	96.100
Canadian Salt 7% Preferred ...	100	—
Dominion Telegraph	50	108.110
Dominion Textile 7% Preference	—	79½.80
Do. 6% Bonds, Series "A"	—	84.87½
Dunlop Tyre 7% Preference ...	100	—
Lake of the Woods Milling ...	100	77
Do. 7% Preferred	100	104xd
Do. 6% Bonds	100	103
Laurentide Paper	100	89
Do. 7% Preferred	100	106
Do. 6% Bonds	100	105.110
Montreal Cotton	100	107½.110
Montreal Telegraph	40	145.148
Niagara Navigation	100	108.110
Northern Navigation	100	84.86
Ogilvie Flour Mills	100	250
Do. 7% Preferred	100	115
Do. 6% Bonds	100	110
Ontario and Qu' Appelle Land...	40	100.105
Richelieu & Ontario Navigation	100	64.65
Rogers, W. A., 7% Preferred ...	100	—
St. Lawrence & Chicago Navigation	100	111.116

***CANADIAN SOUTH AMERICAN SECURITIES.**

	Paid.	Prices.
Havana Electric Railway 5% Bonds	$1,000	80.85 nom.
Mexican Light and Power 5% Bonds	$500	83½.84½
Do. do. Shares	$100	49½.50½
Mexican Electric Light 5% Bonds	$500	77½.78¼%
Mexico Tramways 5% Bonds...	$500	85.86%
Do. do. Shares...	£100	72.74
Port of Para 5% Bonds ...	£100	83.85
Rio de Janeiro Tram, Light and Power 5% Bonds ...	$500	76½.77¼
Do. do. do. Shares	£100	32½.33¼
Sao Paulo Tram, Light and Power 5% Bonds	$500	97.98%
Do. do. do. Shares	£100	119.123

*As supplied by Messrs. Dunn, Fischer & Co., 41, Threadneedle Street, E.C.

Discount Market Conditions in London and Canada—A Correction.—By a superlative effort on the part of the printer we were recently made to appear responsible for the suggestion that deposit rates in Canada should fluctuate as in this country. Careful readers of *Canada* will have remembered that we adopted a critical attitude to this suggestion at the time it was made, but as new subscribers both here and in Canada may not have read our remarks, it may be as well to remove such an impression by saying that we regard such a proposal as distinctly unwise and unpractical. Those who would wish fuller information as to our views upon a rather interesting question we must refer to our remarks upon the subject in *Canada* of January 18.

Public Notices.

THE CANADIAN BANK OF COMMERCE.

DIVIDEND No. 84.

Notice is hereby given that a dividend of two per cent. upon the Capital Stock of this Institution has been declared for the three months ending 29th February next, and that the same will be payable at the Bank and its branches on and after Monday the second day of March next.

The transfer books will be closed from the 17th to 29th February, both days inclusive.

By Order of the Board,
ALEX. LAIRD,
General Manager.

Toronto, 31st January, 1908.

THE ELECTRICAL DEVELOPMENT COMPANY OF ONTARIO, LIMITED, FIRST MORTGAGE FIVE PER CENT. GOLD BONDS.—The Canadian Bank of Commerce will pay the Coupon on the above Bonds due 1st March, 1908, on or after 2nd March next. Coupons must be left at the Bank three clear days for examination.

No. 2, Lombard Street, E.C.,
19th February, 1908.

Messrs. Sperling and Co.—Mr. E. Mackay Edgar, of Montreal, who is now a partner in the firm of Messrs. Sperling and Co., and who was until recently a member of the Montreal Stock Exchange, has been elected a member of the London Stock Exchange. Mr. Edgar is expected in London shortly, and will devote particular attention to the important Canadian interests with which Messrs. Sperling and Co. are identified.

The Ottawa City Loan.—Parr's Bank has been asked by the Ottawa Board of Control to renew its temporary loan of $750,000 for three months from March. At the expiration of that period it is thought the market will be in a more favourable condition for the city to offer its debentures for sale. Their total amount is $1,500,000. On July 1 the sum of $358,000 will be needed to redeem maturing liabilities. Inquiries for 4 per cent. debentures at par have been received.

How Not to Do It.—Debenture bonds of the town of Arcola, Saskatchewan, Canada, and of the city of Prince Albert, also in Saskatchewan, are on offer through the post. It may be doubted if the offers will meet with any great success when made in this way. There cannot be any reason why Western Canada should desire to avoid public issues.—*Financial News.*

Le Roi No. 2 Ltd.—An Interim Dividend of 2 per cent. per share, free of income tax, has been declared payable on the 7th March to all shareholders whose names are on the registers at that date.

Canadian Bank of Commerce.—A quarterly dividend of 2 per cent. has been declared for the three months ending February 29, and the same will be payable at the head office and branches on and after Monday, March 2nd.

British Columbian Finances.—In introducing his financial statement in the Legislative Assembly, the Minister of Finance was able to make the gratifying announcement that the Budget showed a surplus of $1,000,000.

Manitoba Land Company.—The report for the year ended June 30, 1907, states that a profit has been earned of £306, which, with £89 brought forward, makes £395 at the credit of profit and loss. The directors propose to pay a dividend of 6d. per share, which will absorb £286, and to carry forward £109. The sale of the remaining farm lands effected in October, 1906, leaves the company with no real estate remaining on its hands.

Temiscouata Railway.—The Bondholders' Committee, Ltd., have been advised that the Board of the T.R. Co. have declared a dividend of 1½ per cent. on their Consolidated Mortgage Income Bonds in respect of the three years ending 30th June, 1907, payable on the 1st May next. So soon as that dividend is received the Committee will be in a position to make a corresponding distribution among its Certificate Holders.

Mr. J. G. Colmer, C.M.G., of Messrs. Coates, Sons and Co., has been elected director of Messrs. R. White and Sons, Limited.

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The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $5,000,000 (£1,027,397).**

President—B. E. WALKER. **HEAD OFFICE—TORONTO.** General Manager—ALEX. LAIRD.

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook	Kamloops	New Westminster	Vancouver (3 offices)
Creston	Ladysmith	Penticton	Victoria
Dawson	Mission City	Prince Rupert	White Horse
Fernie	Nanaimo	Princeton	
Greenwood	Nelson		

WESTERN PROVINCES

Bawlf	Hardisty	Melfort	Saskatoon
Brandon	High River	Moose Jaw	Stavely
Calgary	Humboldt	Moosomin	Stony Plain
Canora	Innisfail	Naaton	Strathcona
Carman	Innisfree	Neepawa	Swan River
Claresholm	Kamsack	Nokomis	Treherne
Crossfield	Kenville	N'th Battleford	Vegreville
Dauphin	Kinistino	Norwood	Vermilion
Drinkwater	Langham	Pincher Creek	Vonda
Durban	Lanigan	Ponoka	Wadena
Edmonton	Lashburn	Portage la Prairie	Watson
Elgin	Leavings	Prince Albert	Wetaskiwin
Elkhorn	Lethbridge	Radisson	Weyburn
Gilbert Plains	Lloydminster	Red Deer	Winnipeg (8 offices)
Gleichen	Macleod	Regina	Yellowgrass
Grandview	Medicine Hat		

ONTARIO AND QUEBEC

Ayr	Fort Frances	Ottawa (2 offices)	Simcoe
Barrie	Fort William	Paris	Stratford
Belleville	Galt	Parkhill	Strathroy
Berlin	Goderich	Parry Sound	Toronto (10 offices)
Blenheim	Guelph	Peterboro'	Toronto Junction
Brantford	Hamilton	Port Arthur	Walkerton
Cayuga	Kingston	Port Perry	Walkerville
Chatham	Latchford	Quebec	Waterloo
Cobalt	Lindsay	Rainy River	Wiarton
Collingwood	London	St. Catharines	Windsor
De Lorimier	Montreal (2 offices)	Sarnia	Wingham
Dresden	Orangeville	Sault Ste. Marie	Woodstock
Dundas		Seaforth	
Dunnville			

MARITIME PROVINCES

Alberton	Charlottetown	Parrsboro'	Summerside
Amherst	Halifax	St. John	Sydney, C.B.
Antigonish	Middleton	Shelburne	Truro
Barrington	Montague	Souris	Windsor
Bridgewater	New Glasgow	Springhill	

IN THE UNITED STATES

New York Portland, Ore. San Francisco (2 offices) Seattle Skagway

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. S. CAMERON ALEXANDER, *Manager.*

Agents in Scotland—**Bank of Scotland.** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the North-West Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 460,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.

A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL

H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.	Halifax, N.S.	Quebec, Que.
Ashcroft, B.C.	Hamilton, Ont.	Keston, Man.
Battleford, Sask.	,, Barton St.	Rossland, B.C.
Belmont, Man.	,, Victoria Ave.	Rosthern, Sask.
Bobcaygeon, Ont.	Hedley, B.C.	St. John, N.B.
Brandon, Man.	Kaslo, B.C.	,, Union St.
Brantford, Ont.	Kingston, Ont.	Toronto, Ont.
Cainsville, Ont.	Levis, P.Q.	,, King and Dufferin Sts.
Calgary, Alta.	London, Ont.	,, Bloor St. and Lansdowne Ave.
Campbellford, Ont.	,, Market Square.	
Darlingford, Man.	,, Hamilton Road.	
Davidson, Sask.	Longueuil, P.Q.	
Dawson, Yukon Dist.	Midland, Ont.	Toronto Jct., Ont.
Duck Lake, Sask.	Montreal, P.Q.	Trail, B.C.
Duncans, B.C.	,, St. Catherine St.	Vancouver, B.C.
Estevan, Sask.	N. Vancouver, B.C.	Victoria, B.C.
Fenelon Falls, Ont.	North Battleford, Sask.	Weston, Ont.
Fredericton, N.B.	Oak River, Man.	Winnipeg, Man.
Greenwood, B.C.	Ottawa, Ont.	Yorkton, Sask.

AGENCIES IN THE UNITED STATES.

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	**$3,800,000**
Reserve Fund and Undivided Profits.	**5,000,000**
Deposits by the Public	**34,000,000**
Total Assets	**48,000,000**

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:

NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and **Commercial Letters** of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*

H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

IMPERIAL BANK OF CANADA.

Capital Authorised	**$10,000,000.00**
Capital Paid Up	**4,860,306.80**
Rest	**4,860,306.81**

Head Office ... ... **TORONTO.**

Branches in the Provinces of ONTARIO, MANITOBA, SASKATCHEWAN, ALBERTA, and BRITISH COLUMBIA.

Moneys received for transfer to **CANADA,** and Drafts and Letters of Credit issued. In England by **Lloyd's Bank, Limited,** and in Scotland by the **Commercial Bank of Scotland, Limited,** at their Head Office and all Branches.

Special attention given to Canadian Collections forwarded either direct to the Head Office in Toronto, to the Branch in Montreal, . . . or through its Agents in England and Scotland. . . .

A GENERAL BANKING BUSINESS TRANSACTED THROUGHOUT THE DOMINION OF CANADA.

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BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,260,274 Sterling. Undivided Profits, £96,854 0 0

BOARD OF DIRECTORS.

Rt. Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., *Honorary President.*
Hon. Sir GEO. A. DRUMMOND, K.C.M.G., *President.*
E. S. CLOUSTON, Esq., *Vice-President.*

A. T. PATERSON, Esq. — E. B. GREENSHIELDS, Esq. — Sir WILLIAM C. MACDONALD.
R. B. ANGUS, Esq. — JAMES ROSS, Esq. — Sir R. G. REID. — Hon. ROBERT MACKAY.
Sir THOMAS SHAUGHNESSY, K.C., V.O. — DAVID MORRICE, Esq.

HEAD OFFICE, MONTREAL - - - E. S. CLOUSTON, *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont.
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S.
Chatham, N.B.
Chatham, Ont.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Chilliwack, B.C.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B
Guelph, Ont.
HALIFAX, N.S and Sub-Branch, „ North End.
HAMILTON, Ont. and Sub-Branch,
HAMILTON, Ont. „ Sherman Avenue.
Hartland, N.B.
Holstein, Ont.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lake Megantic, Que.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Mahone Bay, N.S.
Millbrook, Ont.
Moncton, N.B.
MONTREAL, Que., and Sub-Branches. Hochelaga. „ Papineau Avenue. Point St. Charles.
MONTREAL, Que. „ St. Catherine St. „ St. Henri. „ Seigneurs Street. „ Westmount. „ S. Anne de Bellevue „ West End
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
OTTAWA, Ont., and Sub-Branches. „ Bank St. and Hull.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Port Arthur, Ont.
Portage La Prairie, Man.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC, and Sub-Branches. „ 125, St. Peter St. „ Upper Town.
Raymond, Alta.
Regina, Sask.
Rossland, B.C.
Rosenfeld, Man.
St. John, N.B.
S. Mary's, Ont.
Sarnia, Ont.
Saskatoon.
Sawyerville, Que.
Shediac, N.B.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
TORONTO, Ont., and Sub-Branches. „ Carlton and Yonge Streets. „ Queen and Portland Streets. „ Richmond Street. „ Wellington Street. „ Yonge Street.
Trenton, Ont.
Tweed, Ont.
Vancouver, B.C.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
WINNIPEG, Man., and Sub-Branches. „ Fort Rouge. „ Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland
Birchy Cove.
St. John's.

In United States.
NEW YORK, 31, Pine Street.
CHICAGO, Cor: La Salle and Monroe Street.
SPOKANE, State of Washington

In Mexico.
CITY OF MEXICO.

Correspondence in United States.

BOSTON—Merchants National Bank—J. B. Moors & Co.
BUFFALO—The Marine Bank.
NEW ORLEANS—Whitney Central National Bank.
PHILADELPHIA—Bank of North America.
SAN FRANCISCO—First National Bank of San Francisco.

LONDON OFFICE - - - - - 46 and 47, THREADNEEDLE STREET, E.C.

London Committee:—Rt. Hon. Lord STRATHCONA and MOUNT ROYAL, G.C.M.G., THOMAS SKINNER, Esq., and ALEX. LANG, Esq.
FREDK. W. TAYLOR. *Manager.* H. HAYLOCK. *Assistant Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE
MOLSONS BANK.

Incorporated 1855.

Capital, paid up £690,446 - $3,360,170
Reserve Fund £690,446 - $3,360,170

Head Office, Montreal.

65 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $3,900,000 RESERVE - $4,390,000

Head Office - - - MONTREAL.
86 Branches in Canada.
9 Branches in Cuba.
Branches in Newfoundland and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS, OR INDIVIDUALS, CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain:—
BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established - 1864

Capital Paid Up, $6,000,000 **Reserve Fund and Undivided Profits, $4,267,400 (£876,864)**

HEAD OFFICE—MONTREAL

Sir H. MONTAGU ALLAN, Kt., *President.* — JONATHAN HODGSON, Esq., *Vice-President.*
E. F. HEBDEN, *General Manager.* — T. E. MERRETT, *Supt. of Branches and Chief Inspector*

BRANCHES AND AGENCIES

ONTARIO

Acton, Alvinston, Athens, Belleville, Berlin, Bothwell, Brampton, Chatham, Chatsworth, Chesley, Creemore, Delta, Eganville, Elgin, Elora, Finch, Fort William, Galt, Gananoque, Georgetown, Glencoe, Gore Bay, Granton, Hamilton, Hanover, Hespeler, Ingersoll, Kincardine, Kingston, Lancaster, Lansdowne, Leamington, Little Current, London, Lucan, Markdale, Meaford, Mildmay, Mitchell, Napanee, Oakville, Orillia, Ottawa, Owen Sound, Parkdale, Perth, Prescott, Preston, Renfrew, Stratford, St. George, St. Thomas, Tara, Thamesville, Tilbury, Toronto, Walkerton, Watford, West Lorne, Westport, Wheatley, Williamstown, Windsor, Yarker

Quebec

Montreal (Head Office) St. James St. „ 1955 St. Catherine St. E. „ 310 St. Catherine St. W. „ 1330 St. Lawrence Boul. „ Town of St. Louis
Beauharnois, Lachine, Quebec, „ St. Sauveur, Rigaud, Shawville, Sherbrooke, St. Jerome, St. Johns, St. Jovite

Manitoba

Brandon, Carberry, Gladstone, Griswold, Macgregor, Morris, Napinka, Nerpawa, Oak Lake, Port'e la Prairie, Russell, Souris, Winnipeg

Alberta

Calgary, Camrose, Carstairs, Daysland, Edmonton, Ft. Saskatche'n, Lacombe, Leduc, Lethbridge, Medicine Hat, Olds, Red Deer, Sedgewick, Stettler, Tofield, Vegreville, Wetaskiwin

Saskatchewan

Arcola, Carnduff, Gainsborough, Maple Creek, Oxbow, Whitewood

British Columbia

Vancouver, Victoria

AGENCY IN UNITED STATES—NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY, Agent.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 119 Branches of THE MERCHANTS' BANK OF CANADA.

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Banking, Insurance and Finance.

Canadian Northern Rumour Contradicted.

Periodically rumours are circulated that the Common stock of the Canadian Northern Railway Company is about to be passed from the hands of its present limited number of holders to a wider proprietary. The latest report comes from Toronto. According to the *Daily Star*:—

> "In some quarters it is thought that before long the Common stock of the Canadian Northern Railway will be listed in the Canadian and London Stock Exchange. The issue will naturally be awaited with some interest, especially by those who want a cheap issue that is almost sure to appreciate, as the Mackenzie and Mann road blossoms into a great transcontinental system."

From inquiries instituted in quarters exceptionally well-informed upon all matters appertaining to the Canadian Northern Railway Company, we learn that the rumour to which our contemporary gives currency is unfounded. We also understand that this interesting rumour has been promptly officially denied in Canada by the directors of the company. We are told that there is very little likelihood of the Common stock being listed at present. It is, of course, held by a very few people—they could probably all be counted on one hand—and until it is distributed over a wider area—a very remote possibility—there is no reason for quoting it either here or on the Canadian Exchanges. Our informants gave us the impression that under existing conditions there was little prospect of the outside public being offered an opportunity of securing an interest in the Common stock of this progressive Canadian system.

* * *

Canadian Shipping Routes.

Returns of the past season's grain shipments from Port Arthur and Fort William, at the head of the Great Lakes, to the Atlantic seaboard go to show that the Canadian lake marine is developing with its opportunities. The wheat shipments from these Great Lake ports, through which the bulk of the crop of Western Canada must pass on its way to market, totalled 47,636,146 bushels last year, as compared with 44,000,000 bushels in 1906 and 41,000,000 bushels in 1905. The percentage of this carried in Canadian bottoms was 80 per cent., as against 72 per cent. in the two preceding years. The bulk of the Western crop, however, still finds its way to market through the American ports, and, despite the improvement of Canadian transportation routes, the shipments of Canadian wheat in Canadian bottoms to Buffalo is increasing rather than diminishing. In 1905 the amount was less than half a million bushels; in 1906 it was 2,730,000 bushels; last year it was 3,800,000. There used to be a theory that Canadian grain was exported through Buffalo and New York because Canadian vessels could not be found to carry it to Montreal. But now the Dominion has a marine of her own, and the traffic is still travelling viâ Buffalo. Dilatoriness in the equipping of the port of Montreal is held to blame by the *Montreal Gazette* for this state of affairs. But, whatever the reason, it is the duty of the Dominion Government to search out the causes in detail, so that Montreal and the other Atlantic ports of the country may secure not only the traffic originating in the Canadian West, but a greater portion of the enormous traffic originating in the Western States for which Montreal can readily be made, if it is not already, the cheapest outlet to the markets of Europe.

* * *

The Plague of New Banks.

We recently alluded in these columns to the large number of new banks which are being promoted in Canada. The question naturally arises as to whether or no these additional institutions are wanted or are likely to be favourably received at the present juncture. We have no hesitation whatever in saying that there is no money in Canada at the moment available in sufficient quantities for new banks. The perfection of its banking system is largely attributable to the fact that Canada has relatively few institutions, but many branches, which advantage would be lost were it to go to the opposite extreme, and have instead many banks with a necessarily smaller average number of branch establishments. It is no exaggeration to say that one of the greatest handicaps under which the United States labours is the enormous number of small banking institutions dotted all over the country—institutions which, of course, have only local interests to serve. The present attempt to imitate the methods in vogue in the neighbouring republic is exceedingly ill-timed, and will probably prove abortive. Recent history certainly does not tend to encourage the creation of new institutions. Indeed, one finds it difficult, in looking through the list of banks formed during the past year or two, to find one which Canada could not have done without perfectly well. What is needed in the Dominion at the present moment is not a number of new banks scattered about the country, but a general increase in the capitalisation of the existing institutions.

Encouraging to "Canada."

What ample scope there exists in this country for the educative mission of *Canada* is frequently demonstrated. It is apparently impossible for even the financial editors of London daily newspapers to distinguish between a purely industrial concern and a public utility company. One of our evening contemporaries last week referred to a Canadian navigation issue which was then before the public as an Industrial, and there was evidently some difficulty in deciding how to class the bonds of the light, heat, and power company. We have no desire whatever to institute invidious comparisons; but there is, of course, all the difference in the world between concerns carrying on public services and purely industrial enterprises subject to all the vicissitudes of trade fluctuations. Investors in this country are, however, it is gratifying to note, becoming increasingly alive to the attractive character of Canadian securities generally, whether Government, municipal, financial, public utility, or purely industrial, and this is proved by the ready response to the various Canadian issues introduced during the past few weeks. The Dominion Government Loan has been most favourably commented upon by our contemporaries, and its success was regarded as a foregone conclusion. The new issue of Guaranteed stock by the Grand Trunk Railway Company will afford home investors another excellent opportunity to display their decided predilection for Canadian investments.

* * *

An Unpatriotic Proposal.

With reference to the reported projected formation of a Toronto bank clerks' organisation, the primary object of which is to be an attempt to prevent the further importation of young men from Scotland to fill positions in Canadian banks, it is worth noting that the services of these young Scotsmen have only been requisitioned owing to the remarkable expansion of business of late years in Canada, and to the fact that suitable Canadian youths were not available. We are in a position to state positively that several of the largest banking institutions in the Dominion, who for many years prior to 1900 had a long "waiting list," found it absolutely impossible to procure young men in Canada qualified to fill the vacant positions. As a matter of fact, the amazing development in business in Canada absolutely compelled many banks to procure young men with some previous banking experience. It is well known that the average youth in Canada, as in most countries, is practically of no use in a bank until he has been drilled into shape, a process which may take a couple of years. Whilst we have little sympathy with the exaggerated reports recently sent to this country as to the hostility displayed towards emigrants from this country, such an attitude as that taken up by the Toronto bank clerks is to be strongly deprecated in the best interests of the Dominion. And surely it would be absurd for any body of Canadians to suggest the exclusion of Scottish youths when one remembers that Canada has been made by Scotsmen.

* * *

Shawinigan Water and Power.

Although at present investors in this country have but a limited acquaintance with either water or power propositions, the vast possibilities of companies formed to develop the enormous forces contained in Canadian waters are slowly being recognised, and quite a large proportion of the capital invested in these concerns has been provided by British investors. This is especially the case in regard to the Shawinigan Water and Power Company, whose annual statement was recently presented to the shareholders. The progress made by the company is most satisfactory. The increase in the annual income between January 1905 and 1906 was rather under $100,000, between January 1906 and 1907 it was over $130,000, and between January 1907 and 1908 it advanced over $220,000, the income for January this year being at the rate of $675,000 per annum, whilst contracts coming into force during the next month or two should put the company on a $750,000 basis. It was pointed out at the meeting that this very satisfactory revenue would be earned by the utilisation of practically only one-half of the power at the disposal of the company.

BRITISH COLUMBIA AND ASIATICS,

The Chief Justice of the Province of British Columbia has declared the provincial Immigration Act to be inoperative as regards Japanese, on account of the running counter to treaty. In consequence of this decision, the two Japanese under arrest have been released.

As a result of an amendment to the convention negotiation between Canada and the States, daily newspapers passing between the two counties will pay only one cent per pound instead of four cents. The postage on weekly newspapers and monthly periodical will continue on a higher scale.

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Weekly Reports from the Mining Districts.

"Canada" is supplied with the most accurate and reliable information from every point of importance in the Canadian Mining Districts by its own Special Correspondents.

COBALT.

The following are the shipments from Cobalt camp for the week ending February 8:—

	lbs.
Drummond	52,340
King Edward	62,370
La Rose	42,452
O'Brien	191,060
Temiskaming and H. B.	66,000
Watts	61,700

The total shipments for the week were 539,842 pounds, or 269 tons. The total shipments from January 1 to date are 3,191,592 pounds, or 1,595 tons.

It is stated that the Temiskaming new vein, found in the cross-cut at the 200-foot level and 180 feet east of the main shaft, is at least two feet in width, with an abundance of native silver in calcite, which assays close to 5,000 ounces to the ton.

A big find is stated to have been made on the O'Brien. The discovery was made in cross-cutting from No. 6 shaft at the 100-foot level, and is said to be one of the biggest veins yet discovered in the camp. It consists of about twenty inches of ore that will run 6,000 ounces of silver to the ton, and with about two feet of good milling ore lying alongside the big vein which was found near to the centre of the property.

Prospectors working on a claim at Elk Lake, James township, are stated to have uncovered a four-inch vein of native silver. This is considered one of the best strikes yet made in the Montreal River section.

ROSSLAND.

The Centre Star is doing better than usual, its shipments for the week ending February 1 being 4,164 tons. The other mines shipped as follows:—Le Roi, 1,126; Le Roi No. 2, 655. The total shipments were 5,945 tons.

BOUNDARY.

So far as the Granby is concerned, the Boundary district has resumed its normal rate of operations. The shipments from that mine for the week ending February 1 amounted to 22,011 tons.

Mr. C. J. Cull has been elected to the board of the Dominion Copper Co. to represent the English shareholders who recently acquired an interest in the company.

SLOCAN-KOOTENAY.

Shipments were made as follows during the week ending February 1:—Sullivan, 600; St. Eugene, 381; Vancouver, 62; Vancouver, milled 400; Whitewater, 22; Whitewater, milled, 280; Poorman, milled, 250; Queen, milled, 185; La Plata, 43; Second Relief, milled, 145; North Star, 71; Arlington, Erie, 93; Standard, 69; Ferguson, 61; Hewitt, 21; Richmond, 77; Arlington, Slocan, 31; Rambler-Cariboo, 22; Evening Star, 54; Eva, 24; Sunset, 24; Reco, 22; Krao, 5; Silver Glance, 21; Lightning Peak, 21; Slocan Sovereign, 21; total, 3,052 tons.

There are quite a large number of mines shipping, and on the whole the outlook is good for the coming season, always supposing that the lead bounty is continued and raised.

CARIBOO.

Reports are to hand that paying ore has been struck in the old Lightning Creek channel, and gold to the value of 75 cents sent to the pan, which is equal to $75 to the yard is being obtained. The miners had drifted 500 feet of tunnel and sunk several blind shafts in their search for the lost channel.

NOVA SCOTIA.

The coal shipments of the Inverness mine for January, 1908, amount to 20,422 tons; for 1907, it was 15,935. The increase of nearly 5,000 tons this year is a satisfactory showing, and a good start on the year's work.

The Barytes mines at East Lake Ainslie, which have for some time been closed, have again been started. This time the work will be carried on with more vigour, and will be more lasting. Miners are wanted, and it is reported that 300 or 400 men will be engaged. Instead of sending the barytes stone away this year it will be crushed in a large crusher or factory, which will be erected in the spring.

Smelter Receipts.

The following were the amounts of ore received at the smelters:—

	Tons.
Granby	22,011
Consolidated Co. Trail	6,011
Le Roi	1,240
Marysville	675

Mining Reports.

Crow's Nest Pass Coal Co., Ltd.—The output for the week ending February 7 was 20,431 tons; daily average, 3,405 tons.

Camp Bird.—During January the mill crushed 7,111 tons of ore (dry weight), yielding 6,744 ozs. of bullion, and approximately 500 tons of concentrates. Amounts received from sales of product effected during the month, as follows:—Bullion (including cyanide bullion), $120,721; concentrates (389 tons), $14,327—$135,048; less expenses (including development and transportation and treatment of product), $57,708—$77,340—£15,848; balance applicable to profit, £15,548.

Samples of asbestos, rich in value, have been discovered on the farm owned by Mr. H. Hawk, four miles south of the village of Melbourne, Quebec. The Orford Mountain Railway runs through the property.

Financial Items

(continued).

The Canadian Northern Railway.—The Railway Committee of the House of Commons has, says Reuter, approved the Bill increasing the capital of the Canadian Northern Railway Company from $30,000,000 to $50,000,000, granting the company a charter to extend its line to the Pacific Coast, and authorising the construction of a large additional mileage and a new branch in the North-West.

United Empire Bank of Canada.—We have received the second annual report of this institution, giving the results achieved during the year 1907. The directors point out that the opening of seven new branches has been a heavy charge on profits, and the monetary stringency since the inception of the bank has materially retarded its growth, especially in subscriptions to the capital stock and the increase in deposits. The directors, however, are quite satisfied with the gross profits earned. Net revenue amounted to $9,983, of which $884 was devoted to writing off the balance at the debit of profit and loss account at the end of 1905, $8,388 went in the total extinction of preliminary expenses, and $559 in the payment of Provincial Government taxes, leaving a balance to be carried forward of $150. The bank holds $802,497 of deposits, and has $184,250 notes in circulation. Paid-up capital amounts to $488,212. Total assets are returned as $1,719,404.

Western Canada Timber Co., Ltd.—Trust deed Feb. 7, for securing an issue of £75,000 six per cent. first mortgage debentures of £100 each, together with a redemption premium of £3,750; trustee: Consolidated Trust, Ltd. (specific first mortgage on all the freehold and leasehold properties situated in British Columbia, together with a floating charge on the undertaking and all the other assets).

Dominion Coal Co.—The annual meeting will be held in Montreal on March 6. Books closed on February 21 until March 6.

Quebec Central Railway.—The full interest on the 7 per cent. income bonds has been declared for the year 1907, payable on April 10.

Street Railway Earnings.—The Ottawa Electric Railway Company distinguished itself last year by making the highest rate of earnings of any traction in any representative city on the continent. The rate was over 18 per cent. the dividend paid being 12 per cent.), compared with Toronto Railway's 11.20 per cent. and Montreal's 12.83 per cent. The reason is found in the low capitalisation. Without taking into account the recent issues just made in the case of Montreal and Ottawa during 1907, the respective capitalisation stood as follows:—

	Miles.	Total stocks and bonds.	Cap. per mile.
Montreal ...	131	11,373,333	86,819
Toronto ...	105	11,613,373	110.605
Ottawa ...	42	1,498,200	35,671

Manitoba Land Co.—We have received the belated annual report of this concern for the year ending June 30 last. A profit is shown of £306, which, with the balance forward of £89, makes a total of £395 at the credit of profit and loss account. The directors propose a dividend of 6d. per share, carrying forward a balance of £109. The legal proceedings instituted against the late manager have terminated in favour of the company. The sale of the remaining farm lands effected in October, 1906, leaves the company with no real estate on its books at the present moment.

British Columbia Permanent Loan and Savings Co.—The tenth annual report of this important British Columbian Company is just to hand. During the year the permanent paid-up capital has been increased from $300,000 to $400,000, and the reserve fund from $150,000 to $200,000, the total assets being $186,553 higher, at $2,058,418. The earnings for the year were $150,797. The directors have declared a dividend at the rate of 9 per cent per annum on Class "A" Permanent stock, and have credited the usual dividends to Class "B" fully-paid stock, and Class "D" prepaid stock, and to the various issues of Class "C" Accumulative shares sufficient to mature the shares in the time estimated.

Canada North-West Land Co., Ltd.—The annual general meeting of this company will be held in Toronto on March 25.

Electrical Development of Ontario.—The Canadian Bank of Commerce will pay on or after March 2 the coupon on the Electrical Development Company of Ontario, Ltd., first mortgage 5 per cent. gold bonds due March 1, 1908. Mr. William Mackenzie, president of the Canadian Northern Railway, has secured control of the company, bonds of which, to the amount of $8,000,000 are held in Great Britain.

Quebec Central Railway.—The full interest on the 7 per cent. income bonds of this company (Coupon No. 7) has been declared for the year 1907 (subject to audit), and will be paid at Martin's Bank, Ltd., on April 10 next. This is at the same rate as for 1906. In 1905 the rate was 5 per cent., and for 1904 only 4 per cent. The phenomenal recovery in the price of this security has been on a par with the improvement in the financial position. At one time in 1904 the price was no better than 35 or so; last year it was as high as 123 at one time. The yield at the present quotation, which is some points below the maximum price recorded in 1907, is rather over 6 per cent.

The Industrial Situation in Canada.—The Toronto correspondent of the Canadian Agency, Ltd., writes as follows:—"The industrial situation is curiously mixed. The output of the Dominion Iron and Steel Company for the month of January was the largest winter month in its history. The Canadian Pacific Railway has placed orders for 55,000 tons of steel rails, 30,000 tons being awarded to the Lake Superior Corporation at Sault St. Marie and 25,000 tons to the Dominion Iron and Steel Company. The requirements of the railways and the new construction will undoubtedly keep many industries active. On the other hand, manufactories which supply the ordinary needs of the community are experiencing a severe depression. The International Harvesting Co., which furnishes a considerable quantity of agricultural implements, is now employing 1,000 men, day only, where a year ago 2,700 men were employed and the factory operating day and night. It is not expected here that the industrial depression will be long lived. The directors of the Montreal Cotton Company increased their dividend from 7 to 8 per cent. yesterday."

A seat on the Montreal Stock Exchange has recently changed hands at $18,000.

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THE SOVEREIGN BANK'S AFFAIRS.

We extract the following illuminative information with regard to the ill-starred Sovereign Bank from the *Montreal Daily Star* of the 29th ulto. :—

"It is generally understood in Montreal that the Sovereign Bank holds about $1,600,000 of the bonds of the Chicago and Milwaukee Electric Railway.

"This news is not particularly cheerful for the Sovereign Bank shareholders to contemplate, for, as announced in the *Star* yesterday, the Chicago concern was placed in the hands of a receiver.

"Incidentally, it was learned to-day that the Sovereign's connection with this enterprise materially assisted in hastening the crisis in the bank's affairs.

"To go back and review a little hitherto unpublished history:

"The Penman Purchase Syndicate, headed by Mr. D. M. Stewart, paid the owners of the old Penman Company with deposit receipts issued by the Hamilton branch of the Sovereign Bank.

"These receipts to the amount of $800,000 matured about the 31st of October last.

"To meet them, the new executive, under Mr. Emilius Jarvis, negotiated a loan with J. P. Morgan and Co. of $1,000,000, and at that time the Morgans allowed the Sovereign to discontinue until the end of the year the weekly reduction of $60,000, which up to that time the bank had been making on the existing indebtedness.

"It will be seen that this left a balance of $200,000, a portion of which was used to pay off sterling acceptances, while the rest was reserved to pay the dividend of the bank, which fell due on the first of February.

"In the meantime the Chicago and Milwaukee was forced into the hands of a receiver, and to save the situation and prevent a default on the bonds, the Sovereign advanced the money necessary to pay the last coupon.

"This wiped out the fund which had been set aside to pay the bank's own dividend on the first of February.

"Again Mr. Jarvis went to New York to negotiate a further loan with the Morgan firm, and on this occasion he was not successful, and, with the prospect of passing the dividend staring him in the face, all hope of holding the bank together was abandoned.

"The first receivership on Chicago and Milwaukee was cancelled, owing to the Sovereign's assistance, but when it was realised that further assistance from the bank was out of the question, the road sought a receiver for the second time."

—*—

A Progressive Canadian Trust.—Amongst the Canadian Trusts the Toronto General Trusts Corporation occupies a unique position. Some idea of the important character of the business transacted by this concern may be gathered from the fact that during the year 1907 it put through new business amounting to the very substantial total of $3,952,831, whilst in addition it was appointed trustee for Bond issues for a considerable amount. The gross profits for the year were $262,726. Deducting the total cost of management, aggregating $137,599, there is a net balance, including the balance brought forward from 1906, of $135,868. Two half-yearly dividends at the rate of 7½ per cent. have been paid, $10,000 has been written off the balance of the amount paid for the goodwill and assets of the Ottawa Trust Co., and $25,000 has been carried to reserve, bringing that fund up to $400,000, leaving a balance to be carried forward of $25,868. At the meeting the president congratulated the shareholders and all directly interested in the operations of the Corporation on the excellent results achieved, and claimed that by strictly confining themselves as they had done for the past quarter of a century to a trust and agency business, and by avoiding anything of a speculative nature, they laid the foundations of a "great and much needed institution which now occupies an important place in the financial community."

Interesting Insurance Legislation.—Much interest is naturally displayed in connection with the proposed Bill to Parliament by the insurance companies, dealing with the right of action or demand which any person or his legal personal representatives or any relative or dependent may have against any person or other company, either at common law or by virtue of any Act of Parliament, for any injury, whether fatal or otherwise, in respect of which such compensation or payment is received or recoverable, so that payment in full may be obtained without taking into consideration the amount payable under a policy. We understand that the Bill is very strongly supported by the companies interested, and that its success is practically assured.

A Western View of the Financial Situation—and a Suggestion.—We learn from a Canadian correspondent that at the recent Convention of the Manitoba Grain Growers' Association, held at Brandon, a resolution was passed requesting the Dominion Government "to so amend the Bank Act as would tend to promote confidence in the money distribution." It was even suggested as a partial means to this end that "a depositor's security fund be established by the banker paying a small tax upon all deposits, as they do upon bank notes." Why is it that the North-West will look at the banking situation through the big end of the telescope. The good people of the West are much too prone to see things from their own point of view only. Some of the suggestions that have come from Manitoba and the North-West verge upon the ridiculous. Considering that the banking system of Canada has won encomiums from the financial world at large, it is regrettable that it should be constantly subjected to these petty criticisms.

An Incisive Criticism of the Promotion of New Banks.—The *Monetary Times* publishes in its issue of January 25 an interesting article dealing with the proposals to form a number of new banks, from which we extract the following pungent remarks:—"As to whether a period of financial stringency is the best time to promote no less than seven local banks in Canada, and one in Newfoundland, is a moot point. To relieve the strain upon capital, new banks are proposed—truly a curious method of meeting such a difficulty, a difficulty, too, which is not the result of local or national, but of international conditions. . . . . The suggested relief is not compatible with existing conditions. It is akin to a business man who, discovering an inadequate supply of cash on one side of his money vaults, depletes an inadequate supply on the other side of his money vaults as a remedy. . . . One day there may be room for local banks. Judging by past banking history, there is not. Had the directors of the eight proposed institutions endeavoured to seek the worst possible era for the promotion of local banks, they could not have succeeded better than by choosing the present time."

The telegraph line of the Grand Trunk Pacific Railway has been completed for the section of 230 miles between Winnipeg and Inchville.

Investment Register.

TOWN SITES—FARM LANDS—TIMBER AND COAL.

Below we give brief details of properties which are specially recommended as exceptionally attractive investments by reputable Canadian agents. Further particulars of these properties can be obtained on writing to the Manager of *Canada* giving the index number of the properties regarding which detailed information is required.

All communications regarding these matters should be addressed to the Manager of *Canada*, 34-35, Norfolk Street, Strand, W.C., and the reference number in all cases must be given.

Coal Properties.

C. 51.—Small selected property situated near an important city in Western Canada. About 200 acres underlaid with coal. The price is about £4,000, and the property could be turned over within a year, with probably 100 per cent. profit on the capital invested.

C. 52.—About 18,000 acres in one block of valuable coal lands in Western Canada, on which a considerable amount of development work has already been done. Already 200 tons per day are being shipped, and this quantity could very easily be considerably increased without any delay or difficulty. The coal is reported to be of high quality. With good management the property could be made to produce 2,000 tons per day within about two years. The property has been reported on by a well-known North of England engineer, a recognised authority on coal mining. Contemplating purchasers will be given every opportunity for investigating and satisfying themselves.

Timber Lands.

T. 73.—175 square miles of pulp land in Quebec. The railway runs through the limits, and enormous water power is available. The timber runs large in most places, about 50 cords of pulp wood can be cut to the acre.

T. 74.—475 square miles of spruce limits. This property is virgin forest, and the best in the district.

T. 75.—1,125 square miles of timber limits in the Province of Quebec. This large block of timber run is all virgin forest, and is accessible by three railways. The limits produce white pine, red pine, spruce, poplar, balsam, cedar, and tamarack. The growth of the timber generally is large, sound, and abundant. This is an exceptional opportunity for the investment of about £200,000.

T. 76.—140,000 acres of freehold timber limits. This is one of the only two blocks of freehold lands in Quebec that are virgin forests. The Government Engineers report about 15 cords of pulp wood to the acre. There is also a large quantity of white birch suitable for the English market. The location of the propety is an ideal one for both the English and the American markets.

Farms and Farm Lands.

A. 42.—About 450 acres of farm land, half of which is under cultivation. All wire fenced. Good house and large out-buildings. This farm is situated in Central Alberta, five miles from a station, and can be purchased outright for about $22 per acre, including buildings.

A. 43.—640 acres of prairie land, fairly level surface, can all be cultivated; heavy black loam soil. Only 4 miles from railway. Can be purchased for about $17 per acre.

A. 44.—545 acres of excellent prairie land sloping towards lake. Fairly level surface, with rich black loam soil. 500 acres can be cultivated. Only 3 miles from railway. The surrounding country is well settled. Only low figure is required for this property, which makes it a particularly attractive investment.

A. 45.—10 acres of fruit land in British Columbia. Beautifully situated. These 10 acres will produce $1,000 per year, and can be purchased outright for twice that sum.

A. 46.—500 acres of exceptionally good farm land situated in beautiful valley in British Columbia. Good soil and splendid climate wth good shooting and fishing. The price of this land is very reasonable.

Building Sites in Growing Cities.

B. 63.—A splendid opportunity is open for purchasing a number of town sites in one of the most thriving cities in Western Canada. About 150 lots mostly overlooking a lake and surrounded by good residential property. The price of these lots is very low at the present moment. Any number of lots can be taken up, and there is every prospect of showing a return of 100 per cent. on the capital invested within two years.

B. 64.—About 1 acre of land situated in the best residential district of one of the largest cities in Western Canada. Good class residences are rapidly springing up all around this property. This is a splendid opportunity for the investment of a small amount of capital, and will show a very good return before the end of next year.

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THE ASSISTANT SUPERINTENDENT OF EMIGRATION.

Mr. J. Obed Smith, for many years the Canadian Commissioner of Immigration at Winnipeg, who has been transferred to London to take charge of the emigration work of the Government in the United Kingdom, will arrive in London this week. A native of Lancashire, and by profession a barrister, Mr. Smith has done great service for his adopted country of late years in creating and perfecting the organisation for distributing throughout Western Canada the enormous crowds of new arrivals of every nationality which pass through Winnipeg each year. Mr. Smith's information in regard to Western Canada is encyclopædic, and his geniality, practical good sense, and accessibility to all and sundry, have made him one of the most popular of men in the West. He will be gratefully remembered by thousands of his own countrymen who have benefited by his ready advice and assistance. Having regard to the future of emigration from the Mother-country, the Canadian Government believe that Mr. Smith's many-sided experience can in future be most beneficially utilised in the interests of the Dominion in his native country.

THE PROGRESS OF NOVA SCOTIA.

While the development of the prairie regions of Canada rivet, and with every reason, the attention of the British public, this, we are reminded by our contemporary, the *Morning Chronicle*, of Halifax, Nova Scotia, should not be allowed to obscure the equally important progress that is being made by the other provinces of the Dominion, and by none more so than by Nova Scotia. The fact is enforced with a wonderful wealth of material and of descriptive power in a special issue of that paper, from which it is apparent that in proportion to its population (500,000) Nova Scotia stood in the very forefront in wealth production in 1907. This wealth was contributed from a great variety of resources for which the province is famous, as the following chief items will show:—Coal and coke, 15½ million dollars; pig-iron, steel, steel rails, etc., 14 millions; fisheries, 9½ millions; manufactures, 40 millions; farm products, 25 millions. These, the *Chronicle* remarks, make a good showing contrasted with the total cereal production in the North-West last year, valued at one hundred million dollars, with a population of one million souls. "With less than two of its thirteen million acres under cultivation, its mineral deposits merely scratched, and its fisheries yielding but a fraction of their annual capacity, Nova Scotia is capable of providing homes, sustenance, and employment for at least two millions of people." As an alternative objective point for the enterprising British settler Nova Scotia should not be overlooked, and we are given to understand that those interested in the subject can obtain a copy of the special issue of our contemporary referred to above, from the Agent-General for Nova Scotia, 57A, Pall Mall, S.W., or the Canadian Government Offices, 11-12, Charing Cross, S.W.

An exhibit of colonial-grown fruit is to be held at the Royal Horticultural Society's Hall, Westminster, London, S.W., on March 5 and 6. One of the features of the show will be a display of Nova Scotian apples.

MESSRS. BEYER, PEACOCK & CO., LIMITED.

British Locomotives in Canada.

One eminent British engineering firm has at last taken a leaf out of the book of its United States competitors by the decision to establish extensive locomotive constructional works in Canada. At the annual meeting of Messrs. Beyer, Peacock and Co., Ltd.—of which a report appeared in the last issue of *Canada*—Sir Vincent Caillard, the chairman confirmed the statement that the company had acquired a site near Montreal, upon which, in the near future, it contemplates erecting works fully equipped to enable it to obtain its share of the orders for locomotive engines which the extensive steam and electric railway construction going on all over the Dominion renders necessary. At present many orders for locomotives go to U.S. firms. Messrs. Beyer, Peacock and Co. have taken a forward step at an opportune time, and their enterprise is likely to be amply justified by results.

The directors' report was very satisfactory, showing a net profit of £61,532 last year, as compared with £56,862 in 1906. A dividend of 7½ per cent. was declared, and the reserve fund increased to £40,000, provision being made for the contemplated outlay on the Canadian works.

The Theatres.

THE PLAYHOUSE.

"Fido" is being produced for a few performances by Mr. Cyril Maude at the Playhouse, pending the production of "Marjorie Strode." It is an adaptation of "Médor," and in spite of the modifications introduced by Mrs. Anstruther, is not entirely pleasant to English minds. But, cruel as the picture is, it is undeniably clever. The piece is most admirably acted by all, especially by Mr. Cyril Maude as the husband. Mr. Maude is also very amusing in the "Golden Wedding" (which precedes "Fido") as the testy old professor. Both plays were well received, and the programme should serve well during the three weeks of its run.

WYNDHAM'S THEATRE.

"When Knights were Bold" has had a remarkable run at Wyndham's; in fact, it has made a record of an uninterrupted run in London. Any one who has witnessed this exceedingly clever comedy will not wonder at its marked success. Mr. James Welsh is greater than all physicians; he makes one laugh, and laugh most heartily, for over two hours. During the whole of the piece one does not experience a dull moment. The piece is certainly the most amusing comedy we have seen since "Charley's Aunt," and it will be as well remembered.

Miss Marie Van Vorst contributes the complete novel to *Lippincott's Monthly Magazine* for February. The title is "The Woman He Loved," and the story is an exceptionally powerful and fascinating one. The other fiction is as good as ever and the poetry is all well worth reading.

The February number of *Britannia* contains a very instructive article on "Industrial Canada," by Mr. C. F. Just, well illustrated with photographs of prominent Canadian industries. Mr. Just shows the excellent opportunities offered to-day in Canada to the young man with a little capital and a thorough knowledge of some branch of manufacture.

The *Penny Pictorial Magazine* is publishing a series of articles entitled "The Truth About Canada," by Mr. W. Weeks, who was one of the British delegates sent by Sir Charles Tupper to report upon the Dominion's agricultural resources some years ago. The articles are well illustrated and full of important information concerning the Dominion.

A recent number of *Le Revue Belge et Coloniale*, which is published in Brussels, contained an excellent paper upon the agricultural resources of Canada, and the demand for emigrants there. A large number of photographs accompanied the contribution.

CANADIAN PRESS ASSOCIATIONS.

The following is a list of the Press Associations of the Dominion and their secretaries:—

Alberta and Eastern B.C.—Captain T. Berville Thomas, *Mail*, Camrose, Alta.

Western Canada.—George Saults, *Free Press*, Winnipeg.

Canadian.—J. R. Bone, *Toronto Star*.

Montreal.—W. E. Burgess, *Star*, Montreal.

Eastern Townships.—J. P. Watson, Jr., *Record*, Sherbrooke.

New Brunswick.—J. P. Malaney, *Press*, Woodstock.

Nova Scotia.—H. G. Harris, *Advertiser*, Kentville.

Dr. Goring, of London, Ont., one of the eldest and best-known physicians in Canada, died last week. He was ninety-one years of age, and one of the earliest physicians to practise in London and Western Ontario.

Answers to Correspondents.

Replies to Queries from Correspondents are not made by letter except in very exceptional cases. Copies should be kept of all letters of inquiry, and each question should be numbered. Letters, which should be marked "Inquiry" in left-hand top corner, should be accompanied by the Special Coupon to be found in another part of this issue.

G. S. (Leeds).—The Governor-General is paid £10,000 per annum ($48,666) by the Dominion Government, but this is the only direct contribution.

C. S. P. (Wimbledon).—Several Canadian banks are importing bank clerks; the expansion of branches affords excellent prospects. Address the managers of the banks named in our advertising columns.

A.R.I.B.A.—The address of the Institute of Architects of Canada is G.P.O., Box 259, Montreal. The Ontario Association of Architects, 25, King Street, West Toronto. There are affiliated organisations in the other provinces.

"PHONO" (near Leeds).—With a thorough practical knowledge of your trade you ought to do well in Canada. Write to the Secretary, Builder's Exchange, Winnipeg, or the Secretary of any of the Western Boards of Trade.

"SANDHURST."—The three years' course at the Royal Military College, Kingston, Ontario, also qualifies for engineering appointments and the Dominion Civil Service. The cost including board, uniforms, and extras is about £160.

S. W. (Salisbury).—After the middle of April nearly all the steamers go right up to Montreal, but if you go steerage you will have to land at the Immigration depot in Quebec and make the journey by rail. Second class passengers can go right to Montreal in the vessel.

B. A. (Rathmines).—There are clerical openings in the West for smart and energetic men, but unless you have sufficient means to support yourself for a month or two, or are strong enough to undertake manual employment if necessary, we do not advise your going out on the chance of improving your position in purely clerical work.

R. H. G. (Rotherfield).—The cost of living is higher, especially in the West, and travelling is naturally expensive; but if you can afford to look around for, say, a couple of months, you might find the opening you are looking for, as there is a great deal of brewing carried on in various parts of Canada, and you appear to be well qualified to fill an important position.

"TIME" (Boness).—Any of the following towns might suit your purpose: Saskatoon, Moose Jaw, Regina, Edmonton, or Fort William, but it would be wise to engage yourself to someone in the same line of business for a few months in order to learn local conditions. If your wife is a good housekeeper and has a little capital, a boarding-house is always profitable in growing Western towns.

E. M. W. (Wimbledon).—If you write to the Secretary, Industrial Bureau, Winnipeg, you will probably get reliable advice as to opportunities, salaries paid, etc. We presume that you are a really expert operator, and fairly familar with up-to-date office routine, otherwise we should not advise you to try your fortunes in the West. You might also write to Mrs. Skinner, President of the Y.W.C.A., Vancouver.

"TRANSVAAL."—The use of the French language in the Canadian Parliament is provided for in Section 133 of the British North America Act. In the Dominion Parliament at Ottawa, most of the French members use English, but the debates are printed in both languages. In the provincial Parliament of Quebec the few English members usually speak in French. In the province of Quebec out of a total population of 1,648,898 at the 1901 census, over 1,300,000 were returned as of French origin, and the great majority do not speak English at all.

R. T. (Sheffield).—The Canadian fiscal year now ends on March 31. Mr. Fielding, the Minister of Finance is likely to introduce his budget statement during April, and any tariff changes will most likely be announced then. In some cases changes can be made at any time by an Order in Council.

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CANADA

No. 113. SATURDAY, MARCH 7, 1908. Vol. IX. 6D. WEEKLY.

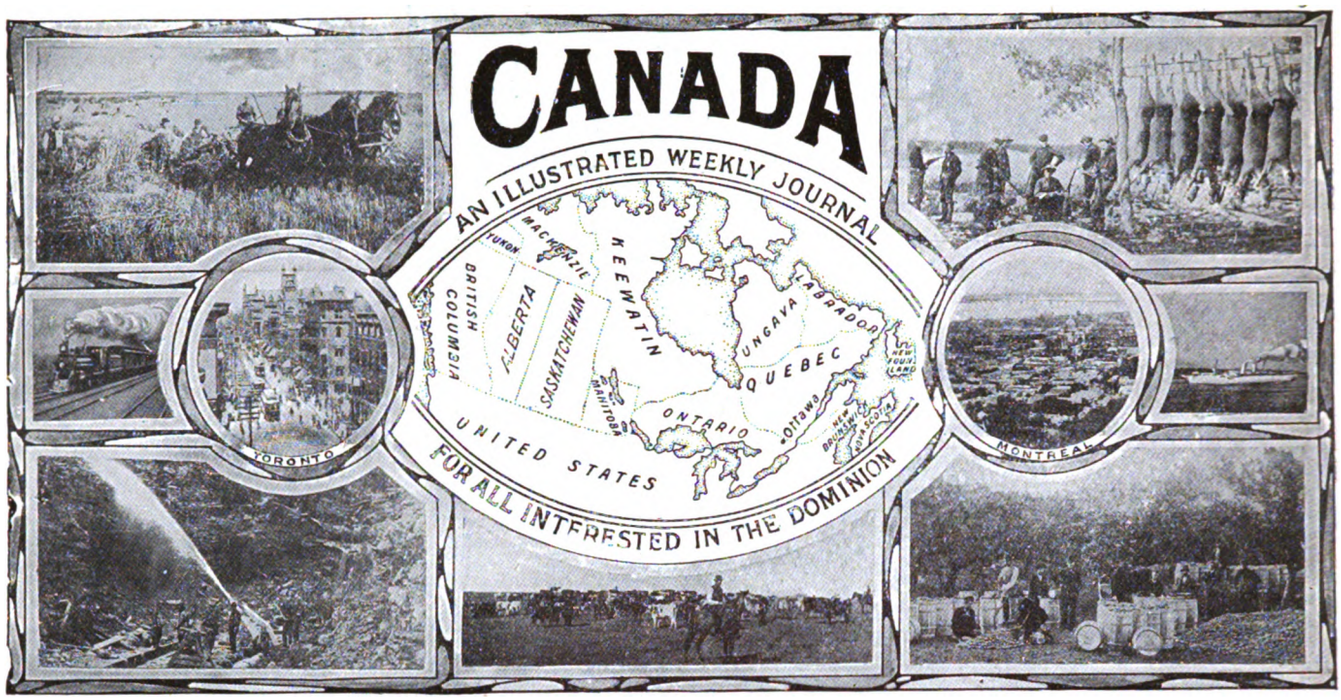
CANADIAN INDUSTRIES.

A Well-Equipped Shipping Pier at Sydney, N.S.



UNLOADING IRON ORE FROM THE WABANA MINES, NEWFOUNDLAND, AT THE DOMINION IRON AND STEEL CO.'S PIERS, SYDNEY.

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THE GRAND TRUNK PACIFIC.

AS yet the significance, not only to Canada but also to the Empire, of Canada's new transcontinental road has not been thoroughly grasped by the British public, or, for that matter, by many Canadians. Even the good Imperialist is apt to pay more attention to people who are talking about the Empire than to those who are silently going about their business of Empire-building. So it comes about that the stay-at-home Briton has hardly yet realised that Canada beyond the Great Lakes is passing out of the one-railway stage, and that the construction of the Grand Trunk Pacific, to say nothing of that of the Canadian Northern, is adding a second storey to the western wing of the Empire. Elsewhere will be found an interview with Mr. Charles M. Hays, from which may be learnt some of the most significant features of this new "crimp in the cosmos."

In the first place, the Grand Trunk Pacific, with the eastward extension thereof, which is being built by the Canadian Government, will form a basis for the development of what may be called the Middle North of the Dominion. The portion of British Columbia through which it will pass is known to be richly mineralised, and the placer-miners who resorted there twenty or thirty years ago reaped a rich harvest. But placer-mining is not a permanent industry, and the proximity of a railway, which brings down the cost of labour and other supplies within reasonable limits, is required for the establishment of mining in a permanent form. The northerly portions of Quebec and Ontario, through which the new trans-continental line passes, are also certain to be rich in minerals, as the object-lesson of Cobalt reaches us. Then such comparatively inaccessible agricultural regions as the Peace River district will also be brought into the ordinary emigrant's sphere of influence by the construction of the G.T.P., which is bound eventually—because of its connection with the Grand Trunk system—to tap a vast reservoir of American emigration. The Canadian Pacific Railway cannot be said to have a tap-root in the vast mass of population in the States of the Middle West. So it follows that the building of the new transcontinental road not only adds a new storey to the Dominion, but is also certain to provide the population to fill it.

But there are the Imperial services of the new route to take into account. Secondly—to resume the catalogue of salient features—it will be the shortest and easiest route between the Atlantic and the Pacific. The shortest, because it runs, generally speaking, along more northerly parallels of latitude; the easiest, because it avoids difficult gradients, especially in its passage through the Rockies, where none of the tremendous difficulties met with and so ingeniously overcome by the Canadian Pacific engineers have presented themselves. From all this it follows that it will be Canada's chief transcontinental freight-route. And here is its chief business claim to be the keystone in the arch of the proposed "All-red" line of communications. An All-red Route, which depends almost entirely on passenger traffic and the mails, does not commend itself as a commercial undertaking. There must be a current of freight to make it pay. It follows that the ideal of this Imperial line of communications can never be fully realised except by making the new transcontinental line the keystone of the arch. But that is not the only compelling consideration. We must also remember that the new railway is the only safe strategic route, since it alone lies at a sufficient distance from the international boundary-line to be in no danger from a raid. If the Pacific were the scene of an Imperial war and the Suez Canal were closed (a few pounds of dynamite would do the business), the vital force could still be sent from the heart of the Empire along the artery of this secure overland route to the Orient. It is the duty of the statesman to consider the most distant possibilities and, though peace with the United States seems as inevitable as war some day with the might of Germany, which grows yearly by land and by sea, he must none the less pay heed to the possible effect of the growing sympathy between the former and the latter. In building a portion of the new transcontinental road Canada might reasonably claim that she has added an indispensable link to the net-work of Imperial defences. It might be fifty years before its value is shown in time of war. It may never be shown to be invaluable, though never is a very long day. But it is the function of defensive arrangements to keep peace as well as to insure success in war, and the All-red Route will be none the less valuable because it successfully prevents warfare instead of merely adding to the chances of success in war.

NOTES OF THE WEEK.

Words of Wisdom.

Dr. Parkin, who is doing the work of the Rhodes Trust in Canada and the United States, and hopes to persuade the Trustees to grant another scholarship to the Dominion, so that Alberta and Saskatchewan will have one each, has been endorsing our last week's suggestion in regard to the advisability of extending the Canadian immigration policy. "I

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think it is a pity," he said, "that Canada has sought to attract from England only the hewers of wood and drawers of water. Canada should realise that every well-educated Englishman and Englishwoman who comes to this country is a splendid asset in the softening of manners and the spread of culture. Of all the nations in the world, England has still the best material to draw upon for immigrants, just as England itself still offers to the Empire the greatest prizes and the greatest careers—careers, for instance, as statesmen, and careers in the Civil Service, in the Army, and in the Navy." There is much wisdom in these remarks, and it is high time that the old, narrow-minded notion that "gentlemen are not wanted" in a democratic country should be abandoned as an axiom of Government activity in this direction. Again, Dr. Parkin has been explaining how the Canadian winter squeezes out the weaklings and the aliens, negroes and other coloured races from the lazy sub-tropical lands. "The climate just takes hold of a man by the scruff of the neck and says, 'If you don't work, and if you don't exercise the principles of thrift, and prudence, and foresight, and if you don't observe the moral laws, get out, or I will kill you." Let us hope there will be an end of apologies for the Canadian winter, which freezes out the feckless and fushionless, but takes men of iron and makes them men of steel. There will never be a submerged tenth in Canada such as one sees in the Mother Country, sleeping in the London parks or along the Thames Embankment. To such an invasion Canada opposes the iciest negations—the "Lady of the No's" (to amend Kipling's phrase) would give them death for sleep in the soul-tempering winter season.

* * *

Mr. Bryce in Canada. Addressing the Canadian Club at Ottawa Mr. Bryce said that three-quarters of his work as Ambassador in Washington had been concerned with the affairs of the Dominion, and that he felt himself to be "even more the Ambassador of Canada than of Great Britain." Empire is a word that seldom or never falls from Mr. Bryce's lips, or he might have said all this and something more, without appearing to be "jollying" his hearers, by defining himself as the representative at Washington of the British Empire. Nothing is known of the result of his negotiations with the Dominion Government, though there is reason to believe, judging from statements appearing in well-informed quarters in the United States, that certain definite proposals made by the American Government have been rejected. It is not at all likely that the various fisheries disputes pending between the United States on the one hand, and Canada and Newfoundland on the other, will be directly referred to The Hague for settlement. The matter which requires to be submitted to an independent and disinterested tribunal is the question of the interpretation of the Treaty of 1818 between Great Britain and the United States, and not until this decision has been obtained and accepted will it be possible to proceed with the actual settlement of the fisheries disputes, all of which—even that which involves the rights of American whalers in the Hudson Bay—depend ultimately on the interpretation of the Treaty. In all probability when the history of the triangular diplomatic duel is fully known it will be found that, whereas the United States has desired the reference of the whole bundle of disputes to The Hague, Canada wishes for nothing but a pronouncement on the case in the law of Treaties.

* * *

The Treaty-making Powers. In the recent discussion on pelagic sealing in the Dominion House of Commons, the old complaint as to the subordination of Canada in regard to the treaty-making power was again heard. On this occasion it was raised by Mr. Thompson, member for the Yukon—rather a remote spot for a student of world-politics to pursue his epoch-making inquiries. Mr. Thompson despairs of the future of England; the England of Disraeli, he thinks, is no more, and there only remains the "England of the Suffragette, the Radical, and the Labourite." It is fortunate for Mr. Thompson that his constituency is beyond the Suffragettes' sphere of influence, or he might find himself compelled to take refuge in a prospect-shaft from these energetic ladies. In any case, there is not much cause for complaint at present, and, if there were cause, Mr. Thompson is not the right megaphone for uttering it or for criticising the Mother Country, of which he knows nothing or less than nothing. "In all matters which affect us," said Sir Wilfred Laurier in the course of the discussion, "we are consulted, and, as regards commercial treaties, we are allowed to negotiate absolutely with a Foreign Power, and prescribe the terms under which we deal with her. There is, therefore, no grievance whatever. . . . As regards Mr. Thompson's apprehension of danger in the relations on the Pacific Ocean, I do not share his views. On the contrary, I believe that the diplomacy of Great Britain in this matter has been far-seeing, and that, as regards the relations of Oriental and Caucasian races, America will evolve a system which will be satisfactory to all, and maintain our dignity and the dignity of our near neighbour, the Japanese Empire." Mr. Thompson and the other grumblers, who think that Great Britain should not be consulted in the making of treaties affecting Canadian interests, should ask themselves the question: How are such treaties to be enforced? The answer is—by means of the British Navy, which costs every year twice the amount of Canada's revenue. Then let them ask themselves how many cents per annum they contribute to the maintenance of the only security for the observance of such treaties. Even the Suffragettes pay more than they do.

* * *

The Washington of the North. Under this title an article appears in the *Canadian Magazine* in which the transformation of the capital of the Dominion into a city of beautiful parks and drives is fully described and explained. When the appellation was first applied to Ottawa, the picturesque stretches of land and water—water is the soul of a landscape—in its environs were disfigured by heaps of building débris or city refuse, and rocks and bush shut out many a long vista of fine scenery. Since then there have been great changes. Stagnant ponds have been filled, rocks blasted, trees felled where not required and others planted where they were wanted, rough land levelled, running streams cleared, and clean lakes formed—so that to-day Ottawa's scenic setting combines something of the comfortable beauty of an English garden with the spectacle of the Canadian wilderness humanised. Indeed, we think that a disinterested artist would talk of the "Ottawa of the South" rather than of the "Washington of the North." Washington is bigger than Ottawa, and mere bigness does not appeal to the true artistic sense; and Ottawa has avoided Washington's gigantic breach of good taste—the mock-marble vulgarity of a capitol, that is neither more nor less than the apotheosis of the wooden nutmeg—and that will evermore be counted to Canada for artistic righteousness. Since the commission came into being, nine years ago, which is charged with the task of making Ottawa a city of the Canadian soul, less than $750,000 has been spent on these improvements, and nobody who takes a trip over the city's drive-ways is likely to deny that the money has been wisely spent. No wonder that Sir Wilfrid Laurier, after saying that he would retire into private life if he ceased to be Prime Minister, added as an afterthought: "There is only one position that I would accept, and that would be to become a member of the Improvement Commission of Ottawa." Sir Wilfrid is in love with Ottawa, and he is not her only lover.

* * *

Local Patriotism. A healthy belief in the future of his city—even if its chief public building is a railway tank—is a characteristic of the inhabitant of Western Canada. Let the visitor to an English or Scotch town with a population of a few thousands ask for statistics of its growth, and even the well-informed citizen will confess his ignorance. But the visitor to a Western city of the same population always receives a full and detailed account of the number of citizens, rateable value, etc., from the nearest patriot, whether he asks for the information or not. But this intelligent pride is often still more ingeniously expressed. We heard of a Saskatchewan baby who was christened "Saskatoon" the other day, and other place appellations—*e.g.*, "Brandon"—of a more convenient sound are becoming quite common beyond the Great Lakes. Again, a preacher going his far-reaching rounds in a not too populous part of British Columbia was introduced to a one-year-old who was alleged to answer to the name of "Nelson." It happened in the year of the celebration of the centenary of Trafalgar, and the missionary expressed his pleasure at so significant a choice. "We were not thinking of any old battle," said the father; "the name was given because he was born in Nelson—Nelson, B.C." Si non é vero, ben trovato. These and all other expressions of the great quality of local patriotism are really proofs of the vitality of the West and the Westerner's power of concentrating his desires, and should be welcome to the practical Imperialist who knows that Imperialism begins at home, though it does not end there.

* * *

Quebec's Winter Port. The last word on Canada's transportation problem has not been said, nor shall we attempt to say it. But the time will undoubtedly come when the fact that Liverpool is nearer to St. Catherine's Bay or the mouth of the Saguenay (waters open all the year round) than Halifax will be turned to account. Even if it turned out that St. Catherine's Bay was open for three months only out of the five during which navigation is closed in the upper reaches of St. Lawrence, much would be gained thereby. The construction of the North Shore Railway would bring this sub-port into connection with Quebec, destined to be Canada's chief distributing point for pulpwood and paper exports, and the appointment of a commission of inquiry without undue delay is obviously advisable.

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Western Canadian Timber Supply. In a recent discussion of the available timber supply of Western Canada, it was estimated by the Hon. Clifford Sifton, some time Minister of the Interior, that the Dominion Government owns and controls forest areas in the West of 742,578 square miles, which are estimated to contain in all 192,000,000,000 feet board measure of merchantable timber, or, at the present rate of sale enough to last for 220 years to come. These figures were taken, Mr. Sifton explained, from the report of the Superintendent of Forestry for 1903. Of the total of 742,578 square miles of forest areas, 150,000 square miles, or roughly speaking one-fifth, is said to contain merchantable timber. This is scattered from the United States boundary to the Arctic circle, and from Manitoba to the Rockies, including also 20,000 square miles of Dominion Government territory in what is known as the railway belt of British Columbia. Apart from the total above mentioned, there is also an almost inexhaustible supply of the finest timber in the world under the control of the Province of British Columbia. In the past the sales of Dominion Government timber lands in the Prairie Provinces have been by tender. But this has recently been changed, and regulations brought into effect by which the timber lands will be sold only at public auction, and after careful estimates have been made on behalf of the Government to ascertain what they contain.

THE CANADIAN PARLIAMENT.

THE TREATY-MAKING POWER DISCUSSED.

Arising out of a discussion on Canada's pelagic sealing industry, a very interesting debate has taken place in the Dominion Parliament with regard to the relations of Canada to the Mother Country in the matter of treaty-making rights.

Mr. Sloan, the Member for the Comox-Atlin Division of British Columbia, drew attention to the invidious position occupied by Canadian pelagic sealers, as shown by the seizure of the Canadian schooner *Carlotta G. Cox* in May, 1907, by the United States revenue cutter *Rush* while half-a-dozen Japanese sealing vessels were pursuing their avocation in the vicinity unmolested. The speaker then reviewed the efforts of the British and United States Governments to procure the adhesion of Japan to the regulations established under the Paris award, and commented on the fact that, when the Treaty of 1894 with Japan was negotiated, Great Britain failed to avail herself of that opportunity to protect the interests of the Canadian pelagic sealers, and did not induce Japan to become a party to the arrangement. He ended with suggesting that the question of the fur seal fisheries should be submitted to the Hague tribunal.

Dr. Thompson, who represents the Yukon territory, then attacked British diplomacy for sacrificing Canada's interests for the sake of securing the friendship of the United States. He considered that the present unsatisfactory conditions could not last. He urged that Canada should have a navy, which in time would be large enough to protect her interests, and she should make her own treaties. He added that Great Britain to-day was not the England of Disraeli, but the England of the "suffragette," the Radical, and the Labourite. Canada could not expect much from England when the United States' interests stood in the way.

Sir Wilfrid Laurier's Views.

Sir Wilfrid Laurier, who then spoke, said that he was not prepared to agree with Mr. Thompson that Canada's position with regard to treaties was one of subserviency. The treaty-making power must remain vested in the British Crown, which, in the last resort must be responsible to a foreign nation with which they had to deal. "In all treaties which affect us, however," Sir Wilfrid continued, "we are consulted, and, as regards commercial treaties, we are allowed to negotiate absolutely with a foreign Power and prescribe the terms under which we deal with her. There is, therefore, no grievance whatever. The position may not be logical but it is like many other things in the British Constitution which, though not logical, are essentially practical. As regards Mr. Thompson's apprehension of danger in the relations on the Pacific Ocean, I do not share his views. On the contrary, I believe that the diplomacy of Great Britain in this matter has been far-seeing, and, as regards the relations of Oriental races and Caucasian races, America will evolve a system which will be satisfactory to all and maintain our dignity and the dignity of our new neighbour, the Japanese Empire. As to the subject of great and more immediate importance to which Mr. Sloan has called attention, the status of British pelagic sealers in the Pacific Ocean, our position in this respect is very unsatisfactory. As my honourable friend stated, at the present rate of killing the whole seal herd will be destroyed in five years by the Japanese, who are free from the restrictions imposed on British sealers. In the circumstances, what is to be done? It has been suggested that Canada should approach the United States with a view to restricting and preventing the killing of seals on land. This is a matter which may come up for negotiations between Canada, Great Britain, the United States, and perhaps other nations. But I may say to my honourable friend that the matter is now engaging the attention of the present Government. More than that I think I am not justified in saying at present."

Mr. Monk (Jacques Cartier, P.Q.), who followed, said that, no matter how much one might be attached to the Empire, the unsatisfactory treatment of questions arising between Canada and the United States must be apparent to every observer of political events of the past few years. Yet one must also be forced to the conclusion that this was largely due to neglect on the part of the Canadian Government to impress upon the Imperial authorities the necessity of giving Canada fair treatment. It was Japan that urged Canadian acceptance of her treaty of 1894 with Great Britain and the time to press for Japan's adhesion to the sealing restrictions of the Paris Award was when that treaty was being negotiated.

The Hon. W. S. Fielding, Minister of Finance, regretted the tone of Mr. Thompson's speech, fearing lest it might be interpreted abroad to mean that there was a section of the people of Canada favourable to a change in the constitutional status of the country as a member of the British Empire.

A Fifty-seven Hours' Sitting.

The House then settled down to a lengthy sitting, the Opposition refusing to permit any appropriations to pass without explanations regarding the expenses of the Minister of Marine in Europe last year. An item of £10,000 for patrolling Arctic waters also occasioned much discussion. The Conservatives declared that the Ministerial explanations were inadequate, and with this item as a basis there has been a vigorous attack on the administration of the Department generally. Many scenes of disorder occurred. The sitting was terminated only by the advent of the Sabbath, after a continuous session of fifty-seven hours.

The House has agreed to a resolution granting to Volunteers enlisted in the prairie provinces for the South African war free homesteads of 320 acres on settlement conditions, with the privilege of assignment of right, or of taking $160 land scrip.

The report of the Royal Commission, which was appointed to inquire into the fall of the Quebec bridge, will be presented to Parliament this week. It will lay the whole of the blame for the catastrophe on the design, no fault being found with the material or construction, but under the design an impossible length of span was being carried.

The Prince of Wales to visit Canada.

OFFICIAL ANNOUNCEMENT BY SIR W. LAURIER.

Sir Wilfrid Laurier read a letter in the Canadian House on Tuesday stating that the Prince of Wales would attend the celebrations in connection with the tercentenary of the founding of Quebec by Champlain, provided they could be held during the last week of July.

The arrangements of the Atlantic Fleet, which would probably accompany his Royal Highness, made it necessary, says Reuter, that he should arrive on July 22 and depart on July 29.

THE JAPANESE TREATY OF 1894.

Mr. Hills (Durham) asked the Under Secretary for the Colonies whether, before the Convention of 1906 was signed, whereby Canada adhered to the Treaty of 1894 between Great Britain and Japan, the effect of that treaty, and especially its effect in allowing the unrestricted immigration of Japanese into Canada, had been pointed out to the Canadian Government in any communication from the Imperial Government; what was the nature of such communication; and what was the reply thereto of the Canadian Government.

Mr. Churchill, in replying, stated that in 1905, when the Canadian Government raised the question of their adherence to the treaty with Japan, the late Secretary of State inquired whether they were prepared to adhere to the whole treaty without reserve, or wished to adhere subject to similar limitations respecting immigration and other matters to those stipulated when Queensland adhered. The Canadian Government replied that they were prepared to adhere absolutely and without reserve.

PAARDEBERG DAY CELEBRATION IN CANADA.

The anniversary of Paardeberg Day was celebrated by a dinner given by Lord Grey at Government House to the officers who served in the South African campaign. His Excellency read the following telegrams which he had received:—

"Calcutta, February 27.

"Hearty good wishes to you all on Paardeberg Day.—MINTO."

"Ascot, February 27.

"Warmest greetings to Paardeberg Canadians, who are ever held in grateful remembrance by me.—ROBERTS."

The messages were received with hearty cheers.

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The Short Cut Across Canada.

INTERVIEW WITH MR. CHARLES M. HAYS, PRESIDENT OF THE GRAND TRUNK PACIFIC RAILWAY COMPANY.

THE history of Canada's making can be summarised in a few letters, arranged in groups of three. H.B.C., for example, conveys to everybody who knows anything of the Empire a poignant impression of two centuries of historical romance, the true story of Rupert's Land and its fur-traders. To-day the vital history of the Dominion may be expressed in the three letters G.T.P.—letters that are being written across the Continent by an army of workers under the generalship of C.M.H. Hitherto Western Canada has been a one-storey edifice based on a single transcontinental line; when the Grand Trunk Pacific and the extension thereof to the Atlantic, which is being built by the Canadian Government, are finally completed, a second storey will have been added in the West, and a third in the East. Mr. Charles M. Hays has charge of this tremendous work, and there has never been the slightest doubt of his success. One remembers how, some ten years ago, he became general manager of the Grand Trunk Railway, and put it on a modern business footing. In the words of a critic of few words, he changed it from "a snailway into a railway," and so spread up the evolution of its business possibilities that it seemed a revolution had taken place. Holders of an interest in the parent company are not at all likely to forget their gratitude to the great "railway man" (it is as hard to define such greatness as it is to define that of a general or statesman of the first rank) who is now creating the short cut across Canada, which must be the keystone of the arch of the actual All-Red Route. Whatever he has undertaken, Mr. Hays has always "made good." Even so, to take one of the lesser things, which characterise men, when he promised a representative of *Canada* an interview, he did not follow the example of so many who are interviewed and are content to say—something! He had much to say that was worth hearing, and he said it.



MR. CHARLES M. HAYS.

The effect upon Canada of the financial crisis was first discussed. In this respect, Mr. Hays said:—"Canada is all right. There may not be quite the same 'boom' in all directions as existed a year ago—especially in prairie lands—but it is better for the country that this is so. Business generally is good, and the large amount of development work, especially in connection with the 1900 miles of construction work on the Grand Trunk Pacific, which is in active progress, will serve to keep it so."

"What about the crops, Mr. Hays?"

"Well, while last year the crops were not as good as formerly, every year sees additional hundreds of thousands of acres of land put under cultivation and adds its quota to the amount of grain produced. For instance, in 1905 the total acreage of grain area in the North-West was, in round numbers, 6,000,000 acres, in 1906 it had increased to 7,800,000 acres, or 16 per cent., and I see no reason why this increase should not continue for many years to come, as the area of productive land in the North-West is, as you know, not less than 200,000,000 acres. The reaction that has taken place in the price of farm lands is, in my opinion, a good thing for Canada, as high prices for farming land would remove the great incentive to immigration. It is for the good of the country that these lands should be taken up by the settler instead of the speculator. The check to mere speculation and the lower prices resulting therefrom will bring in the agriculturist, which is what the country wants most. Secondly, better results are being obtained from hired labour of all kinds. In the past three or four years, it has been difficult to obtain sufficient labour of any kind for railway construction or other character of work. It has been yet more difficult to secure the best results from such labour as was obtained, because a man will seldom do his best work when he knows that in the event of his discharge he can at once get another job. I think this coming season, while there will be no scarcity of work, the man who has a good steady position will be more concerned to retain it.

Referring to the condition of the labour market in Canada, Mr. Hays said that so far as the Grand Trunk Pacific was concerned, there would be no difficulty in obtaining employment for men used to hard manual labour, but it was useless for a man who had no experience, especially in that character of work required on railway construction, to expect to be employed. This was an important fact, which should be remembered by emigration agencies which deal with the unemployed, and sometimes send out unemployables, men who are entirely useless in Canada. Speaking on the question of settlement along the line of the Grand Trunk Pacific, Mr. Hays brought out a point which is often overlooked. "The railway itself will be a great colonising factor through its own necessary employees. In the West the railway systems do not employ so many men to the mile as the English railways, but in the former case the employee may have a greater diversity of work. About twenty men to the mile is the English average; in Western Canada you may take the number as five to the mile, so that when the Grand Trunk Pacific is completed it will employ several thousand men, all of whom will be located along its line as permanent residents, raising their families and spending their wages in the country, thus assisting in its growth and development."

Mr. Hays had much that was interesting to say of the progress of construction work on the Grand Trunk Pacific between Winnipeg and Edmonton. "Of the 793 miles, all except 60 miles—and that an easy section— are already graded, and 350 miles of track are laid. I think it will be generally admitted that the character of the new road is in advance of that of any other transcontinental railway in America. Its chief characteristic is extremely light grades, which will not exceed 21 feet to the mile, whereas the most favourable transcontinental line in existence to-day has a maximum gradient of over 100 feet to the mile. I can illustrate this better by saying that the same class of engine that will take a train of, say, thirty cars from Winnipeg to Edmonton, will take that same train directly through to our terminus on the Pacific Ocean, Prince Rupert. There will be no severe gradients through the Rockies requiring the service of helping engines. I may also state that while fine scenery and heavy gradients generally go together, our route will be an exception to this rule, and will not be entirely devoid of magnificent scenery through the mountains, as we pass within close proximity of the highest peak in the Rocky Mountains."

"Prince Rupert is clearly destined to become a great ocean port," said Mr. Hays in answer to a further inquiry. "When I first saw the location it was covered with heavy forest and brush, just what Vancouver was about twenty years ago. That length of time will see a city of even greater population at Prince Rupert. It will not be long, thanks to the Grand Trunk Pacific, before the tourist will be able to see not only the length, but also the breadth, of Canada, going in one direction to the Coast viâ the Grand Trunk Pacific through Edmonton, and by steamer from Prince Rupert to Vancouver in what is practically an inland sea, and, returning viâ the Canadian Pacific, he will have obtained a very comprehensive idea of Canada. The traveller from Japan and the Orient viâ our route will be at Edmonton, having crossed the Pacific and British Columbia, before another, who started at the same time viâ the more southerly routes, has made his landing. The journey across the Continent viâ the Grand Trunk Pacific will save thirty-six hours at least. It follows that the Grand Trunk Pacific must be the keystone of the arch of the 'All-Red Route.'"

EARL GREY AND CADET CORPS.

Speeches to the Dominion Rifle Association.

Earl Grey, addressing the Dominion Rifle Association at its annual meeting, said that he would like to see a cadet corps in every town of the Dominion. He approved the proposal of the Minister of Militia for physical training in schools and making every lad 14 years old fit to handle a rifle.

Sir Frederick Borden said that while Australia had more maps and forms as to military organisations, Canada possessed more substance, although he admitted that Australia was on the eve of taking a great step in advance, which Canada was not yet in a position to do. Referring to the request made by Great Britain that each of the British Dominions should possess the means of producing its own weapon, Sir Frederick said that the Ross rifle had been adopted as the Canadian arm, and 9,000 had already been distributed. Sir Frederick also announced that negotiations with the different provinces for the adoption of a system of uniform physical and military training in the schools of Canada, including instruction in rifle shooting for all boys over 13, were making satisfactory progress.

CANADIAN LACROSSE PLAYERS FOR ENGLAND.

Mr. W. H. Hall, secretary of the Canadian Lacrosse Association, states that the winners of the intermediate C.L.A. for the season of 1908 will go to England immediately upon the expiration of the playing season.

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CANADA AND THE STATES.

Speech by Mr. Bryce.

The Rt. Hon. J. Bryce was last week the guest of honour at a banquet at the Canadian Club, Montreal. The Ambassador who had an enthusiastic reception, gave an address upon "What we owe to posterity." He first spoke of the duty of every citizen to the State, not only to achieve present prosperity, but to promote healthy traditions which would elevate the nation and cause future generations to look back with pride and reverence to those who had laid the foundations. In the course of his speech, says the *Times* Ottawa correspondent, Mr. Bryce said that there was a time when, to the shame of Great Britain, it was necessary for the Mother Country to assure the younger nations of the Empire of the interest and affection with which it watched their progress; but he was glad that that time was past, and it was not necessary for them to assure Canada of the proud pleasure with which the old and venerable but still active Mother Country looked upon the growth of this stately daughter in whose veins throbbed the same life-blood that had built up the centre of the Empire. Imperial Conferences were no longer necessary to tell how anxious Great Britain was that all her great sister States should take their place and have their share of responsibility for the dignity and future greatness of the Empire.

"If," continued Mr. Bryce, "I ever had any doubt as to what was the most important work of the British Foreign Office, that would long ago have been dispelled. Since during my year at Washington as Ambassador fully three-quarters of my work has been occupied with the affairs of Canada, every day I feel I am even more the Ambassador of Canada at Washington than of Great Britain. Therefore I felt it one of my first duties, whenever Canadian questions became important and there was a sufficient number of them to make it desirable, and when I could be spared from Washington, to go to Canada and confer personally with your Governor-General and his Ministers, as well as to make acquaintance with the people themselves, as you so kindly give me an opportunity to-night. I feel it an honour to take part in endeavouring to adjust any questions that from time to time may arise between you and the United States, as such differences must arise, but differences which I hope will always be adjusted with the aid of good feeling and good sense on both sides. And I am happy to say from my experience of the past twelve months that good feeling in the United States towards Canada is greater to-day than it has ever been before, and I am sure the same feeling prevails here towards the United States. It would be a greater misfortune if it were otherwise between two nations speaking the same language and called upon by Providence to be helpers and friends in the common work of civilisation."

Two masked robbers last Saturday entered the Canadian Bank of Commerce at Winnipeg and attempted to carry off a quantity of gold and notes. Only the teller was present, and he opened fire upon the robbers with a revolver. Though severely wounded in the subsequent affray, he succeeded in putting them to flight. The Bank is fortunate in having so plucky an employee to guard its interests.

A DECLARATION OF FAITH.



YOUNG JACK: Well, pop, you've always made my ships, and Uncle Sam's repaired 'em. I think I'm big enough and smart enough to tackle the job myself now.

[*Toronto World.*

THE FRANCO-CANADIAN TREATY.

Effect upon Anglo-Canadian Trade.

A return has been prepared for presentation to the Dominion Parliament which shows even more clearly than the text of the Franco-Canadian commercial treaty itself the advantages which the commerce of France and Canada will enjoy under the agreement negotiated in Paris last summer. The most interesting disclosure, however, in this return is the form of the undertaking by which the British Government undertook beforehand to endorse whatever the two Canadian Ministers had done before the terms of the treaty were actually agreed upon by the negotiators. This is disclosed by the terms of their commission as British plenipotentiaries, which gave the Hon. W. S. Fielding and the Hon. L. P. Brodeur "power and authority to treat, adjust, and conclude, with such Minister or Ministers as may be vested with similar power and authority by our good friend, the President of the French Republic, any treaty, convention, or agreement, and to sign for us, in our name, everything so agreed upon and concluded, and to do and transact all such other matters as may appertain thereto in as ample manner and form, and with equal force and efficiency, as we ourselves could do if personally present."

The New Tariff in France.

Many of the goods on which Canada now obtains the advantage of minimum tariff rates are of classes which the Republic imports in large volume at the present time, and which Canada is well able to supply. Altogether France imported in 1905 goods of the classes dealt with in this treaty to a value of $300,000,000. In the case of horses, which France imported in that year to the value of over $2,000,000, the advantage of the minimum tariff means a cut of 25 to 30 per cent. In the case of live stock, the advantage is 30 per cent., and the French imports over $2,000,000.

It is the effect of the treaty upon Canadian imports from France which mainly interests the British exporter. Henceforward drugs are to come in at 25 per cent., while the preferential and the intermediate rates are 50 per cent.; olive oil gets the preferential rate of 15 per cent., against the intermediate rate of 20 per cent.; velvets and silks get a rate of 20 per cent., while the preferential rate is 17½ and the intermediate rate 27½ per cent.; manufactures of silk pay a rate of 32½ per cent., while the preferential rate is 30 and the intermediate rate 35 per cent. The other imports from France favourably affected are wine, certain canned vegetables, and fish.

Will British Exports be Affected.

Representatives of British firms, interviewed by a representative of *Canada* in Montreal, have discovered little which they consider prejudicial to the commercial interests of the United Kingdom, though Mr. Robert Smythe, of Messrs. H. L. Smythe and Co., who represent the largest producers of silk velvets in Bradford, says that the advantage the British product has under the preference is practically wiped out. The duty under the preference is 17½ per cent., while under the tariff conceded to France it will be 20 per cent. Mr. Smythe doubts whether the margin of 2½ per cent. is sufficient to keep the trade in British hands. Both Mr. Smythe and Mr. George P. Fraser, a director of Messrs. Greenshields, Limited, a leading wholesale dry goods house, commented favourably upon the fact that the new treaty makes no change in the tariff on dress goods and woollen manufactures. This ensures to British houses the overwhelming preponderance in the trade that they now possess. Mr. Fraser observed that a reduction in the duty on woollen fabrics, in which the British manufacturer has an advantage of only 5 per cent. over his French rival, would in all probability have been followed by a demand for an increase in the British preference which, if conceded, would have been the signal for the Canadian manufacturer to move for a larger measure of protection.

General merchandise will, it is believed, continue to flow in channels that have been already established. That there will be a larger trade in such goods as sardines, canned peas, canned mushrooms—but these are imported direct from France now—is the opinion of Mr. Frank Major and Mr. C. Gyde, who are specially interested in such imports.

Iron and Steel Imports.

In the iron and steel trade nothing is feared and nothing expected. So far as machinery and hardware are concerned, France exports nothing, and importers of contractors' supplies from the British market do not think it probable that any business of that nature is likely to result from the treaty. Mr. W. H. C. Mussen, who is one of the largest importers of British machinery, sees no direction in which French enterprise is likely to secure a foothold in these lines, but were a German treaty to follow on similar lines the result, he says, might be very different. The general trade position is that Canada has been buying four times as much from France and five times as much from Germany as she has been able to sell in these countries.

The Shipping Trade.

There seems little doubt that the general effect of the treaty will be to increase the quantity of freight shipped direct between the ports of the two countries. Hitherto goods from France and to France have frequently been shipped in British ports. It is rumoured that the Compagnie Transatlantique, which operates a fine fleet between Havre and New York, are thinking of starting a direct line to Canada. At present the Allans operate the only regular line, and they have already announced their intention of improving this service, both as regards the frequency of sailings and the quality of the steamships employed. The Canadian Pacific Railway, which now sends its Canadian-bound steamships from London viâ Antwerp, may also make a call at a French port.

The Hon. W. S. Fielding has informed the London Chamber of Commerce that French goods enumerated in the recently-concluded Franco-Canadian commercial treaty imported into the Dominion by direct ships from Great Britain will be entitled to the benefit of the treaty. This is a great concession to British shipping trade, as laces, silks, gloves, embroideries, velvets and ribbons almost invariably pass through Great Britain on their way from France to Canada.

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FROM EAST TO WEST.

A Weekly Summary of Canadian News.

ONTARIO.

Ottawa.—Mr. John Harold, of the Sanderson-Harold Co., of Paris, Ont., manufacturer of refrigerators, screen doors and window screens, has been looking into the opportunity of establishing a branch of the refrigerator and screen door business in Ottawa. He does not propose to ask for any civic concessions other than those which the city itself is prepared in the regular way to offer.

——The Ottawa Horticultural Society has decided to assist in planting vines, shrubs, etc., in Gladstone Avenue, and in front of the houses on Percy, Florence, and Concession Streets facing Gladstone Avenue park. The society purposes to give each householder two flowering shrubs and two hardy vines, which will be planted free of cost if the soil is made ready for their reception.

Toronto.—The Governors of McMaster University have received notice from Dr. G. R. Parkin that its turn to choose a Rhodes Scholar will come next year. Toronto University will select another in March, the third since the movement was begun. The scholarship is tenable for three years, and carries with it an annual sum of $1,500 to pay the cost of the course at Oxford University.

——Under the new Bill to amend the Act respecting the Legislative Assembly, sickness is the only excuse, under certain conditions, which will be accepted for the absence of members from their duties if they wish to escape from having their sessional indemnity reduced. One section of the Act provides that a reduction of $4 a day shall be made from a members' sessional allowance for every day that he does not attend sittings of the Assembly or of some Committee thereof. For each day during the session, after the first on which a member attends, on which there is no sitting of the assembly, in consequence of its having adjourned over that day, or if the member is within ten miles of the place of session, or prevented from attending by sickness, the indemnity will be paid.

——A club building which will be occupied by a number of scientific societies may be built as the result of a project which has developed from a suggestion made recently by the Engineers' Club to obtain new quarters.

——A building permit has been taken out for the new observatory which will be shortly erected at the corner of Bloor Street and Devonshire Place at a cost of $91,000.

——Mr. R. B. McGill has been appointed Assistant to the King's Printer.

——The strong public demand in the Province of Ontario for a simplification of legal proceedings has resulted in the introduction by the Attorney-General of a resolution providing for a most important measure of law reform. Hon. Mr. Foy's proposal is that there shall be hereafter but one appellate court for the Province of Ontario, whose judgments shall be final, except on constitutional questions, questions in which the consideration or application of the statutes of Canada are involved, or where the action is between a resident of Ontario and a person residing outside of that province. The appeal by right to the Imperial Privy Council is abolished, and the granting of leave to appeal is to be confined to cases were large amounts are involved or where "important questions of general interest arise." In its application this will mean the amalgamation of the present Court of Appeal with the Divisional Courts. There are seventeen judges in the two courts, and it is proposed that they shall sit in divisions of three, four or five, according to the value of the case, so that, instead of, as they now are, undoing each other's work and increasing delay, they will hereafter be helping each other and preventing the accumulation of arrears. One of the crying abuses of the present system is the facility given for the carriage of appeals from one provincial court to another, and from the Ontario Courts to the Supreme Court at Ottawa and the Judicial Committee of the Privy Council in London.

Bowmanville.—The Bowmanville Agricultural Society has selected new grounds for its annual exhibition, the former site having become much too small.

St. Catharines.—The work of reducing unnecessary expenditure in this city has begun. The City Council has abolished the Street Superintendent's position, which has been carrying a salary of $500 for twenty or more years. It is proposed to have this work done by the City Engineer. There is also a suggestion of combining the City Engineer's and Waterworks Superintendent's offices, which would save about $1,000 a year.

——Last year the city spent a little over a million and a quarter dollars in operating the various civic departments. Twenty per cent. of this sum was made up of water rates and over 50 per cent. by general taxes. The remaining percentage took the form of an overdraft of $65,273, although this is reduced by surplus receipts to $42,000.

Athens.—Damage to the extent of $20,000 has been done by a fire in this village.

Guelph.—The assessment of Guelph for this year is $6,068,790, an increase of over $600,000 over last year. The population is 13,700, an increase of six hundred.

Renfrew.—At a recent council a motion to pass a by-law authorising an overdraft on the Bank of Ottawa for $10,000, was carried. The auditor's report of the town for 1907 shows assets to December 31, $270,213, and liabilities $211,798. The auditor, Mr. S. T. Chown, in his report strongly recommends that the local improvement debentures be sold as soon as possible.

——Mr. Andrew Carnegie is to be approached by the City Council with a view to obtaining from him the gift of a library.

Perth.—This town is shortly to seek authorisation for the issue of debentures to the amount of $8,491 in connection with drainage and sewerage works.

QUEBEC.

Quebec.—The Hon. R. Lemieux, Postmaster-General, has selected the site for a new post-office at the corner of St. Joseph and Dorchester Streets.

Montreal.—At the recent session of the Anglican Synod the proposal to endow a Chair in New Testament Exegesis at the Diocesan Theological College, in memory of the late Archbishop Bond, was discussed. According to this proposal a sum of $50,000 was to be raised, which amount the Bishop was to be authorised to present for the purpose named, as a thank-offering at the great Pan-Anglican Congress, to be held shortly in England. It was stated that the College agreed to raise $10,000 if the remaining $40,000 was secured.

——The City Clerk has received a letter from Lieut.-Col. Dunbar, writing on behalf of the officer commanding his Majesty's forces in Quebec district, stating that the Department of Militia has under consideration the allotment of five guns to Montreal to form a saluting battery here. They will probably be placed on Mount Royal.

——The Protestant School Board of Montreal has decided to insure all pupils and those connected with the school. This will protect them from all such damage suits as followed the Hochelaga School fire.

——The Department of Public Works has asked for tenders for the erection of a building on St. James Street for the Post-office Department, which will be used for handling railway mails.

——The new Italian Consul-General, Dr. Lionello Scelsi, who succeeds Count Mazza, who left Canada upwards of two years ago, has arrived. Dr. Scelsi has represented Italy as Consul in New York, Philadelphia, and New Orleans.

——At the recent meeting of the Board of Governors of McGill University nothing was done in regard to filling the vacancy left in the deanship of the Faculty of Applied Science by the resignation of Dr. Bovey. The Board in accepting the resignation of Dean Bovey expressed its regret and appreciation of his valuable service for the past thirty years.

Hull.—The estimates for the city of Hull call for an expenditure of over $4,172 more than was expended by the city in 1907. The increase is caused mainly by the setting aside of $3,000 for street improvement. The total estimates call for a total expenditure of $112,172. Of this amount $46,000 is provided for water works expenses and $66,172 for corporation expenses.

Vandreil.—The Standard Powder Co.'s works at Ile Perrault, near this place, have been destroyed by an explosion. Nine men were killed and several injured.

NOVA SCOTIA.

Halifax.—Mr. Amos B. Etter, of Amherst, has been appointed to the vacancy in the Legislative Council of Nova Scotia caused by the resignation of the Hon. W. T. Pipes, from the Upper Chamber nearly two years ago. The appointment is very popular.

——The Provincial Legislature has been opened after prorogation. The Lieutenant-Governor's speech referred to the past year as "one of continued prosperity throughout the Dominion," and to Nova Scotia's success as "having rewarded the industry of her people." Reference was made to the progress of the movement to erect a technical college, and satisfaction was expressed at the establishment of local technical schools in various industrial centres. Improved roads' legislation, new laws having as their object the inducing of desirable immigrants to settle in the province, and the establishment of a Department of Industries and Immigration, the surveys made on the line of the proposed Halifax and Guysborough Railway under Government supervision, the amendment passed by the Imperial Parliament to the British North American Act, the method of paying common school grants, the question of vital statistics and old age pensions for miners were all touched upon.

——Mr. J. Frank Outhet, barrister, of Parrsboro, has been appointed clerk of the Legislative Council, succeeding Mr. A. S. Barnstead, who was recently appointed Secretary of Industries and Immigration.

Sydney.—It is stated that the Dominion Iron and Steel Company has been awarded the contract by the Canadian Pacific Railway for 30,000 tons of steel rails, to be delivered during the coming season.

——The Nova Scotia Steel and Coal Co. has secured the contract for the bunkering of the big Elder-Dempster steamers for 1908. This means much for this port, and will go to show the advantages of North Sydney as an open port of call.

Sydney Mines.—The Fraser property on Beech Hill, which was built at a cost of $26,000, is to be taken over by the Executive Committee of the Hospital for the sum of $10,000. A large sum of money has already been contributed by the workmen, and the Nova Scotia Steel and Coal Company are disposed to help out the scheme by a donation of a large sum and a yearly grant.

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NEW BRUNSWICK.



Fredericton.—Mr. D. J. Purdy, M.P.P., of St. John, shipowner, has been taken into the New Brunswick Government, without portfolio, succeeding the Hon. James Barnes, who has been appointed to organise the Province's new Immigration Department.

——The Right Rev. John A. Richardson, formerly Rector of Trinity Episcopal Church, St. John, has been formally enthroned Bishop of New Brunswick, the ceremony being performed in the Cathedral here. At the same time Rev. Charles D. Schofield was inducted into the Church as Dean.

St. John.—In the course of an interview, the Hon. Wm. Pugsley, Minister of Public Works, stated that Messrs. C. M. Hays and F. W. Morse, of the Grand Trunk Pacific, had waited on him since he was last in St. John. They both seemed greatly impressed with the advantages which Courtenay Bay offers for terminals, provided it could be dredged easily. Mr. Pugsley added he was reasonably sure that the Grand Trunk Pacific eastern terminus would be St. John.

PRINCE EDWARD ISLAND.



Charlottetown.—As a result of the annual civic elections Mr. B. C. Prowse was elected Mayor of Charlottetown.

MANITOBA.



Winnipeg—George H. Hadskis, city tax collector, has placed his resignation before the Board of Control. Mr. Hadskis has been tax collector for over thirty years, and has given general satisfaction.

——The city of Winnipeg has arranged with the Bank of Montreal for an overdraft of $2,000,000, and has handed over its financial affairs to the bank for management. The bank agrees to place $1,500,000 of inscribed stock on the London market. The new stock will be floated in the spring.

——At the annual meeting of the Street Railway Co., the Board of Directors was re-elected as follows:—Messrs. Wm. Mackenzie, president; Wm. Whyte, vice-president; Sir Wm. C. Van Horne, D. S. Mann, A. M. Nanton, D. B. Hanna, Hugh Sutherland, R. J. Mackenzie, F. Morton Morse, directors. The gross earnings of the company for last year were reported as being $1,722,406, or $306,101 more than in 1906, which represents a gain of 21.6 per cent. The total number of passengers carried during 1907 was 20,846,317, a gain of 3,616,763 over 1906.

Morden.—Authority has been granted by the Minister of Militia for the raising of a squadron of mounted infantry with Morden as headquarters.

Russell.—The Canadian Pacific is to build a line from here to Theodore Sask, opening a rich country.

Brandon.—The City Council has accepted the offer of Messrs. R. Wilson Smith and Co., of Montreal, for $15,000 municipal waterworks debentures at the price of 90, less one quarter per cent. for commission. The city altogether sold $40,000 of municipal debentures at this rate within a few days last month.

BRITISH COLUMBIA.



Victoria.—The Government has raised from $7.50 to $15 the bounty on the wolves and panthers that are killing off the deer.

——A statement presented in the Provincial Legislature shows that the revenue of the Province for the six months ending December 31 last was $2,198,209, and the expenditure $2,159,328. The principal items of expenditure were as follows: Redemption of debentures, $672,000; education, $125,996; works and buildings, $151,079; roads, streets, and bridges, $516,175.

Vancouver.—Mr. G. H. Cowan, the city solicitor, who has been inspecting the eastern ports recommends the appointment of a Harbour Commission similar to that of Montreal to administer affairs at False Creek.

Prince Rupert.—The *Port Essington Sun* announces that it will remove to Prince Rupert shortly, and commence the publication of a daily paper at the Grand Trunk Pacific terminal.

Vernon.—It was announced at the annual meeting of the Vernon Jubilee Hospital that a new hospital, to cost $50,000, would be built before the close of the year. Of the total cost $25,000 is the contribution of a local donor, $15,000 is furnished by the city, and the remainder will be provided from the sale of the present building and grounds, and from a special building fund.

ALBERTA.



Edmonton.—There were enrolled in 1906 in all standards of the public and high schools 1,644 pupils. This was an increase of about 35 per cent. over the enrolment of the previous year. The number enrolled in 1907, which was 2,283, the whole population of the city is estimated at nearly 21,000.

——On account of the big exhibition to be held at Calgary this summer no exhibition will take place here. A three days' stock show and race meeting is being arranged, instead. Edmonton and Strathcona will send a joint exhibit to the Calgary Exhibition.

——Dr. Tory, the President of the University of Alberta, has already begun the work of organising that institution.

——Mr. W. C. Simmons, M.P.P. for Lethbridge, has introduced a motion into the Provincial House suggesting that a memorial be presented to the Governor-General advising the investigation of the cause of a railway accident before the employees of the company are proceeded against for negligence causing accidents.

——The Hon. A. C. Rutherford, replying to Mr. Robertson in the House regarding schools of Alberta, said: There were seven Roman Catholic separate schools in Alberta on September 1, 1905, and eight on January 1, 1908. On September 1, 1905, there were in existence in the province 562 public school districts, and on January 1, 1908, 902 public schools.

Calgary.—The *Calgary Herald*, for many years the property of Mr J. J. Young, and latterly of the Herald Company, Ltd., has been acquired by the Herald Publishing Company, Ltd.

——The Board of Trade has elected the Hon. W. H. Cushing, Provincial Minister of Public Works, as its president for the present year.

Red Deer.—At a meeting of the Red Deer branch of the Alberta Farmers' Association the question of the grading of Alberta oats and Alberta red wheat was discussed, and a request will be made to have the tests modified so that the grades will be on a par with other western provinces. The question of the Provincial Government installing a pork packing and beef canning establishment met with unqualified approval, and a committee was appointed to meet the local Board of Trade and work in conjunction with it, with the end in view to have the industry established at Red Deer.

Lethbridge.—Orders have been placed here for machinery to operate the coal mine that the Saskatchewan Government is opening up.

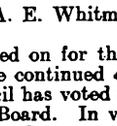
Daysland.—The Town Council has entered into an understanding with Mr. Camille Davis, who will establish a packing plant here this season. Among the inducements offered were a free site of fifteen acres and the exemption from municipal taxation for ten years. The promoter has agreed to spend at least $10,000 during this year on plant erection and equipment. The company will be capitalised at $100,000.

Vermilion.—A new hall for the reception of emigrants is being built here.

Strathmore.—Mr. B. R. Nagatany, of Kioto, Japan, has purchased for the Canadian Farming Company, of Tokio, which he organised, a section of land, consisting of 10,240 acres, in the Inverlake district, six miles from this place. The company is capitalised at $250,000, and its object is to carry on mixed farming, and especially sugar-beet raising, in Alberta. Mr. Nagatany came to Canada in 1902, and attended Queen's University and, later, the Ontario Agricultural College at Guelph, where he conceived his big farming scheme. Mr. Nagatany expects to bring out 500 families of Japanese to work the area.

Lethbridge.—The Board of Trade, at its annual meeting, passed a resolution suggesting Magrth as the best location in the province for the Provincial Agricultural College. The need of a land titles' office at Lethbridge for Southern Alberta was also emphasised, and a resolution favouring government ownership of elevators was passed.

SASKATCHEWAN.



Regina.—The Board of Trade has elected Mr. A. E. Whitmore as President for the present year.

——The publicity campaign which has been carried on for the past two or three years by the Board of Trade will be continued during 1908, and the Finance Committee of the City Council has voted $5,000 from the city treasury to assist the finances of the Board. In view of this large grant, the Finance Committee have decided to request the Council of the Board of Trade to appoint the chairman of the Finance Committee a member of the Council of the Board.

Moose Jaw.—A ratepayers' association has been organised here.

—The City Council has voted $1,000 to the Board of Trade for a publicity campaign.

Saskatoon.—A new building is to be erected for the Elks Club.

Yellow Grass.—The town of Yellow Grass is offering for sale some $25,000 of debentures for the installation of a waterworks system. The taxes for the past year were paid up almost in full, as well as all arrears.

Asquith.—During one week recently four new businesses were established here. A tailor's shop and a dressmaker's and milliner's shop are to be opened shortly.

——It is stated that Asquith has shipped more wheat than any other town in the West, in proportion to its size.

Obituary.

The following deaths are recorded:—

Mrs. H. S. Macdougall, of Ashburton, Dorval, the sister-in-law of the late Sir Hugh Allan and of the late Sir Andrew Allan.

Judge Killam, Chairman of the Board of Railway Commissioners of Canada. Before his appointment to the Railway Board Mr. Killam was in turn a Puisne Judge of the Court of Queen's Bench in Manitoba, Chief Justice of that Province, and, subsequently, a Puisne Judge of the Supreme Court of Canada. He was born at Yarmouth, N.S., in 1849, and was the winner of the Prince of Wales' prize and other distinctions at Toronto University. His death at a time when the Railway Commission is to be enlarged and improved will cause great regret in the Dominion.

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WOMEN POETS OF CANADA.

An interesting lecture on this subject was given on Monday afternoon, March 2, at 9, St. German's Place, Blackheath, S.E., by Miss E. V. Jenkins, before an appreciative audience. In her introductory remarks Miss Jenkins pointed out that the women of Canada are contributing to the foundations of a national literature—especially on the poetic side—to an extent unparalleled in the literary history of any other country. As poets they might be divided into three representative groups—the patriotic, the domestic, and the lyric and descriptive—though too much stress must not be laid on such an arbitrary division. As examples of the first-named class Miss Jenkins mentioned Mrs. Sarah Curzon, the author of "The Drama of Laura Seard," Miss Agnes Maule Machar for whose poems Sir Edwin Arnold expressed great admiration, and Mrs. Sarah Frances Harrison. Quotations from the works of each were given, and the love of Miss Machar for nature was illustrated by the following verses of "May Days":—

For May has brought us the blossoms sweet
That hide in the brown leaves 'neath our feet;
Pale hepaticas, just awake
Peep slyly out from the woodland brake;
Dewy violets with tender faces,
Lilies shining in shady places,
Columbines tufting the rock's gray side
By the quiet waters' azure tide;
For the earth is fair in the sweet May-tide.
Fair and bright
Are the woodlands with snowy bloom bedight.
And the air is filled with the wandering scent
Of the bursting leaves with the zephyr blent;
And the birds pour forth from their tiny throats
Showers of music in clamouring notes,
Till the soft breeze throbs with the tide of song;
The matin-chant of the joyous throng;
Till bud and blossom and bird and bee
Seem mingled in perfect symphony
Of the season's exquisite witchery!
Words may not tell
The charm of the May and its magic spell.

Turning to the domestic group we find in Mrs. Jean Blewett one whose special mission it is to show us what beauty and charm can be found in the simplest fireside subjects. Nearly all Mrs. Blewett's poems are too long to read in their entirety to illustrate a lecture. This author defines herself in such verses as the following poem, entitled "The Grandest Thing":—

What is the greatest work of all?
The work that comes every day,
The work that awaits us on every hand
Is work that, for us, is truly grand
And the love of work is our pay.
What is the highest life of all?
'Tis living day after day,
True to ourselves and true to the right
Living the truth from dawn till night,
And the love of truth for our pay.

Mrs. Sophia Almon Hensley is another writer of domestic and emotional verse—as tender as Mrs. Blewett, but stronger in style, and with a somewhat different outlook on life. She holds the modern view that if children were gradually instructed in the elements of physiology, preferably by their parents, they would escape the snares of adolescence. The following charming story, bearing on one aspect of Mrs. Hensley's teaching, once went the round of the American Press. When her little daughter was about nine years old a friend drove her out one day behind a very fast and frisky horse. The child was observed to hold on tightly, and to turn somewhat pale; but she evidently realised that any expression of fear would be alike a social blunder and a confession of weakness. At last, however, while frowning at her own timidity as she clutched the back of the seat, she said, with a pathetic attempt to smile: "Oh, dear! How I wish I hadn't had a nervous grandmother." These dainty verses to a little girl who had asked for a poem "about spring, and the sun and the flowers" illustrate Mrs. Hensley's gifts:—

What can I tell you of spring, sweetheart,
Spring with its freshness and mirth?
You are yourself but a part of the spring,
Bubbling with life and the song the birds sing
Full of earth's youth with its fervour and fling,
One with the season's birth.
What can I tell you of flowers, sweetheart,
Perfume and form and hue?
All these long years I have sought to know
Just how they colour and grow and blow;
You are their mate, and they whisper low
Secrets to such as you.

Coming to the "lyrical and descriptive" group we meet with a remarkable personality in Pauline Johnson Tekahionwake, the gifted descendant, on her father's side, of a line of Mohawk Indian chiefs. Among all her poems relating to her father's race, "Silhouette," with the culminating pathos of the last line, is unsurpassed for graphic power.

The skyline melts from russet into blue,
Unbroken the horizon, saving where
A wreath of smoke curls up the far thin air
And points the distant lodges of the Sioux.
The tent poles lift and loom in thin relief,
The upward floating smoke ascends between,
And near the open door-way, gaunt and lean
And shadow-like, there stands an Indian chief.
With eyes that lost their lustre long ago,
With visage fixed and stern as fate's decree
He looks towards the empty west, to see
The never-coming herd of buffalo.

Another writer of standing in this group is Mrs. Elizabeth Roberts Macdonald, a member of the famous literary family. In 1899, in collaboration with two of her younger brothers, she brought out a book of poems, entitled "Northland Lyrics," and in 1906 another volume of her poems appeared under the title, "Dream Verses and Others." The following poem, "The Electric Car at Night," is interesting for the original thought it contains.

We sat in the porch at night and watched
the cars go by
(Watched through the screen of leaves under
a brooding sky)
With gleam of light resplendent, with hum
of mighty sound—
The forces that flash in lightning to human
uses bound.
Out of the dark they came, into the dark
they fled,
Each with its freight of souls, and my thought
with their going sped,
Glad with their flight, beholding a fragment
of the plan
That links the powers of Nature with the
destinies of man.

If we were to ask who has best claim as yet to be regarded as the poetess of Canada, many would answer that the laurel wreath should be laid on the grave of Isabella Valancy Crawford, whose poems have now obtained for her that most melancholy of all triumphs—posthumous fame. A small volume of Miss Crawford's poems was published in 1884, and was favourably reviewed by the English Press; but it was almost ignored in Canada, and resulted in financial loss. This fatal blow to all her hopes and ambitions broke her proud spirit—it undoubtedly shortened her life—and she died at Toronto three years later. The ill-fated book was unattractive in form, and its failure was attributed to Miss Crawford's choice of "Old Spookses' Pass" for the title poem. It was ill-luck, indeed, if there is truth in this criticism, for until civilisation shall have tamed the wild race of cattle, and the cowboy is a member of the church choir, Miss Crawford's unique story of a midnight stampede will have far more value for the student than her more polished tragedy of a Greek slave, or her sentimental romance of two men and a maid. Miss Jenkins quoted at length from this really marvellous *tour de force*, giving among other passages the following description of the cowboy's irreverent reverence:—

An' yer bound tew listen an' hear it talk
Es yer mustang crunches the dry bald sod,
Fur I reckon the hills an' stars an' crick
Are all uv 'em preachers sent by God.
An' them mountains talk to a chap this way:
"Climb, if ye can, ye degenerate cuss!"
An' the stars smile down on a man, an' say
"Cum higher, poor critter, cum up tew us!"

An' t' reckon, pard, thar' is One above
The highest old star that a chap can see
An" he sez, in a solid etarnal way:
"Ye never can stop, till ye get tew Me!"
Good fur him, tew! Fur I calculate
He ain't the one tew dodge an' tew shirk
Or waste a mite uv the things He's made,
Or knock off till He's finished His great day's work.

In conclusion, Miss Jenkins said: "It not infrequently seems as if a generous eagerness to let others share a charming fancy or a noble thought had induced its presentation before it was fully matured; or it may be that the writer seems comparable with an artificer who had either under-estimated the value of a gem entrusted to his skill, or taken insufficient pains to choose the setting best calculated to enhance its lustre. Whatever fails to satisfy is largely due to a certain non-alertness of that instinct, or flair, whose part it is to brush aside the whole dictionary of mediocre words which invariably press their claims with all the importunity of ineligible suitors, and to run to earth the one word in the language which is the true affinity of the nascent thought. The sedulous cultivation of this sleuth-hound sagacity and of a fastidious ear would perfect the craftsmanship without any resulting loss of spontaneity."

It is to be hoped that this very suggestive lecture will be repeated elsewhere by Miss Jenkins.

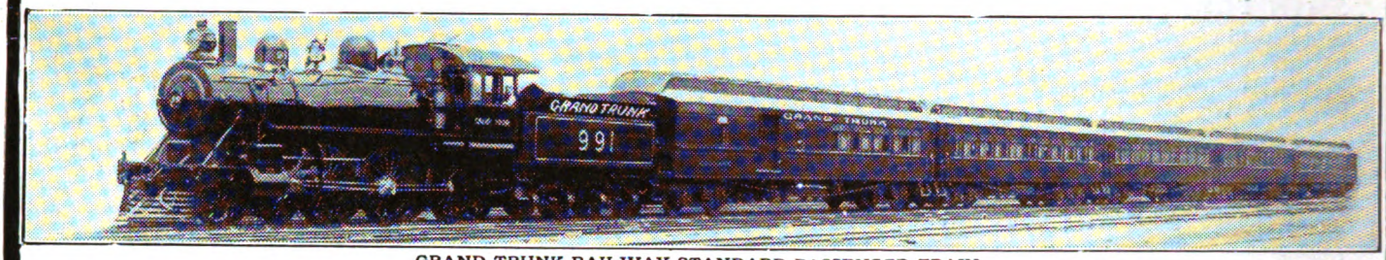
———

Among the leading features of the March issue of *The Magazine of Commerce* is a review by Sir Howard Vincent, M.P., of the operation of the Merchandise Marks Act, and suggestions as to how it should be amended. The openings for trade in the Argentine Republic are discussed in detail. Mr. H. Bridgewater advocates the establishment of an Institute of Advertising. Comment is made upon the enterprise of Messrs. Beyer, Peacock and Co., and the favourable opportunities which exist for other British firms to establish branch factories in Canada as so many American firms have anticipated them in doing.

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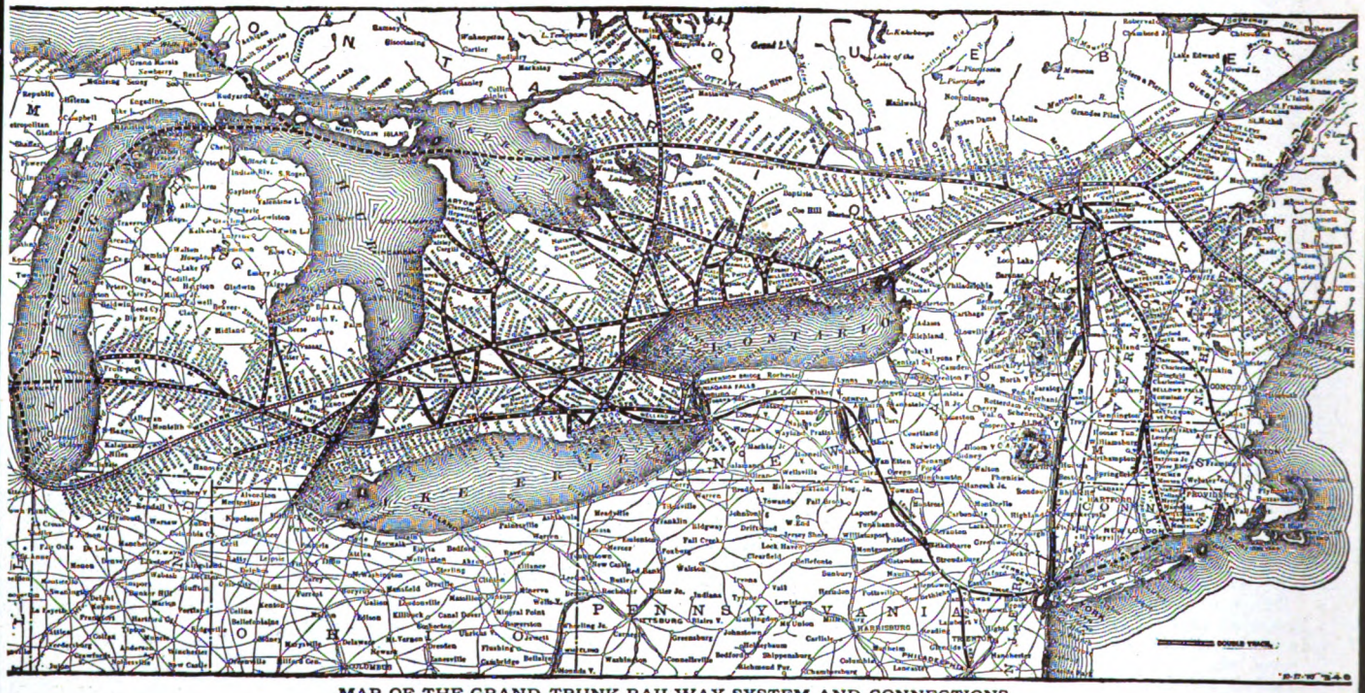
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PURELY PERSONAL

Owing to the death of the Countess Morley, the sister of Lady Grey, a ball which was to have been given at Government House, Ottawa, and a State Ball, have been cancelled, as well as several other public engagement of their Excellencies. Lady Morley paid a visit to Ottawa only last year, and made many friends in the Canadian capital.

Lady Midleton and her two daughters, who are the guests of Earl and Countess Grey at Ottawa, recently visited the convent in Rideau Street, Ottawa, and witnessed an entertainment given by the pupils in their honour.

The Right Hon. James Bryce has been invested with the degree of Doctor of Laws at McGill University. After referring to the success of the Canadian students at Oxford, he said, "We in England have much to gain as well as to give. I hope some of the men who have given their wealth to endow the Canadian Universities may also think what might be gained if British students were to come over to Canada and Australia."

Brigadier-General W. D. Otter, C.B., Toronto, has been offered the command of the 5th Infantry Brigade at Aldershot. It is stated to be improbable that he will accept it, as he is likely to be appointed Inspector-General of the Canadian Militia in succession to Colonel Vidal. General Otter at present commands the Western Ontario District, to which he was appointed on January 11, 1905. He commanded the Canadian contingent in the South African war.

The announcement is made of the coming marriage of Miss Aimee Falconbridge, daughter of Chief Justice Falconbridge, to Captain Young, aide-de-camp to Sir W. Mortimer Clark, the Lieutenant-Governor of Ontario.

Sir Percy Girouard, High Commissioner for Northern Nigeria, has left England en route for Spain, where he will spend some weeks' holiday.

Viscount Lascelles, the eldest son of the Earl of Harewood, is at present making a tour of Eastern Canada.

Sir Percy Girouard (the High Commissioner of the Protectorate of Northern Nigeria) has obtained the services of Mr. A. W. Robinson of Montreal, the Canadian expert in river dredging, for the deepening of the River Niger, in order to improve navigation. Mr. Robinson has previously been called into consultation in important undertakings all over the world, and dredges built from his designs to suit special conditions are in use in many of the larger dredging schemes now being carried out by various Governments. It was only quite recently that, at the instance of the British Government, he made a trip up the Nile far into the interior of the African continent in order to report upon the best methods of dredging the Nile so as to prevent the enormous waste of water that now goes on through the Nile, spreading over such a vast area in the swamp lands of the interior. Mr. Robinson will probably accompany Sir Percy when he leaves England for Nigeria in April.

Mr. G. O. Stanton has been re-elected Grand Master of the A.F. and A.M. of the Province of Quebec.

Mr. H. R. Charlton, of the Grand Trunk System, who has been in England on a short visit, returned to Canada on Thursday by the R.M.S. *Baltic*.

Lieut.-Colonel Hamilton Merritt has sailed for England and upon his return in May he will be accompanied by Mrs. Merritt, who has spent a prolonged time abroad with her mother the late Mrs. Robert Simpson, whose death occurred recently.

Mr. F. F. Mackay, of New York, who acted as dramatic judge during Earl Grey's musical and dramatic contest at Ottawa last week was the guest of their Excellencies at Government House.

Dr. J. O. Orr, general manager of the Canadian National Exhibition, has gone to Europe.

Dr. Gore, Bishop of Birmingham, is to be asked, at the instance of the Anglican Synod recently held in Montreal, to visit Canada this summer. A committee was appointed to make the necessary arrangements.

Colonel White, D.O.C. has been granted brevet rank of Colonel in the Militia, and will continue his duties as district officer commanding for Nova Scotia. Major A. H. Macdonnell, D.S.O., is made deputy assistant quartermaster general at Halifax.

LORD PIRRIE, P.C.



Lord Pirrie, who recently succeeded Viscount Powerscourt as Comptroller of the Household of the Viceroy of Ireland, will bring to his office the long experience of one of the shrewdest men of business living. Though a native of Canada, having been born in Quebec in 1847, Lord Pirrie is a typical Ulsterman by education, training, marriage, residence, and predilection. He has been High Sheriff of Antrim and of Down, and Lord Mayor of Belfast, and is chairman of the great shipbuilding firm in Belfast, which he entered as a boy of fifteen more than forty years ago. He married when he was thirty, but has no children, and no heir to his title. His lordship is the first Baron, the title having been created in 1906.

Senator Dandurand, Speaker of the Dominion Senate, and Mr. H. Laporte, Mayor of Montreal, have joined the Board of Direction of *La Patrie*.

Dr. L. P. Normand and Mrs. Normand, of Three Rivers, have started on an extended tour. They will first visit the Mediterranean, afterwards going to parts of Africa, possibly the Holy Land. On their return the doctor may attend some of the hospitals and medical schools in Europe. Before leaving, the medical men of the city presented Dr. Normand with an oil painting of himself, and their wives presented Mrs. Normand with a magnificent bouquet of beautiful flowers.

The Rev. M. Denancourt and the Rev. J. Denancourt, of Three Rivers, and a confrère from St. Gregoire, have sailed from Canada to visit Palestine.

Dr. H. T. Bovey, who is shortly resigning the position of Dean of the Faculty of Applied Science at McGill University to take up the Rectorship of the Imperial College of Science and Technology in London, arrived in London last Saturday, having crossed by the R.M.S. *Empress of Britain*. He was accompanied by Mrs. Bovey. Dr. G. R. Parkin, Organising Secretary of the Rhodes Scholarship Trust, was a passenger by the same boat.

His Honour Judge Grant, of Boston, U.S.A., and Mrs. Grant are at the Hyde Park Hotel, London. Mrs. Grant is a Canadian lady, being a daughter of the late Sir Alexander Galt. Mr. Elliot Galt, of the Alberta Irrigation Co., the brother of Mrs. Grant, is also staying at the Hyde Park Hotel.

The marriage was celebrated in London on Tuesday between Lieut.-Col. Dobell and his cousin, Mrs. Campbell. The ceremony was performed at the house of the bridegroom's mother. Mr. W. Dobell, of the well-known lumber firm of Messrs. Dobell, Beckett, of Quebec, was among those present.

Lieut.-Col. Scott, of Quebec, is staying at the Savoy Hotel, London.

BIRTHS, MARRIAGES AND DEATHS.

Announcements under this heading are charged for at a minimum of 3s., or 75c., for 24 words or under, every additional word one halfpenny or one cent, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

FOSTER.—At Hamilton, on February 15, the wife of G. Colley Foster, Imperial Bank of Canada, of a daughter.

GALLIHER.—At Ottawa, on February 16, the wife of W. A. Galliher, M.P., of a daughter.

MARRIAGES.

ATKINSON—WALLACE.—On February 19, at St. John's Church, Port Hope, by the Rev. Edwin Daniel, George Atkinson, of Londonderry, N.S., only son of Robert Atkinson, Esq., of Gillingham, Dorsetshire, England, to Alice, only daughter of the late William Brogdin Wallace, of Port Hope.

McMILLIN—THORNE.—On February 27, at Christ Church, Brondesbury, N.W., by the Rev. F. C. Pheasant, brother-in-law of the bridegroom, William Alexander McMillin, of Bulyea, Saskatchewan, to Hilda Mary, younger daughter of Mr. and Mrs. Alfred Thorne, King's Legh, Brondesbury, N.W.

ROGERS—BOWEN.—On the 25th inst., at the Parish Church, Weybridge, by the Rev. Spencer R. A. Buller, Rector, assisted by the Rev. Henry Rogers, cousin of the bridegroom, and the Rev. C. W. Alington, of the Trinity College Mission, Stratford, E., J. H. Burcham Rogers, J.P., of Holt Hall, Norfolk, and Coningsby Hall, Lincolnshire, to Sarita, daughter of G. Mountain Bowen, of Kinsale, Bell Royal, Jersey, and grand-daughter of the late Hon. Edward Bowen, Chief Justice of the Superior Court, Quebec. (Canadian papers, please copy.)

WARNER—GREEN.—On the 5th inst., at the Cathedral Church, Victoria, B.C., by the Rev. Canon Beanlands, Edward Guy Warner, eldest son of Mr. E. H. Warner, of Quorn Hall, Leicestershire, to Gladys Muriel, younger daughter of the late Rev. J. W. Green, and of Mrs. Hasell, of Victoria, B.C.

DEATHS.

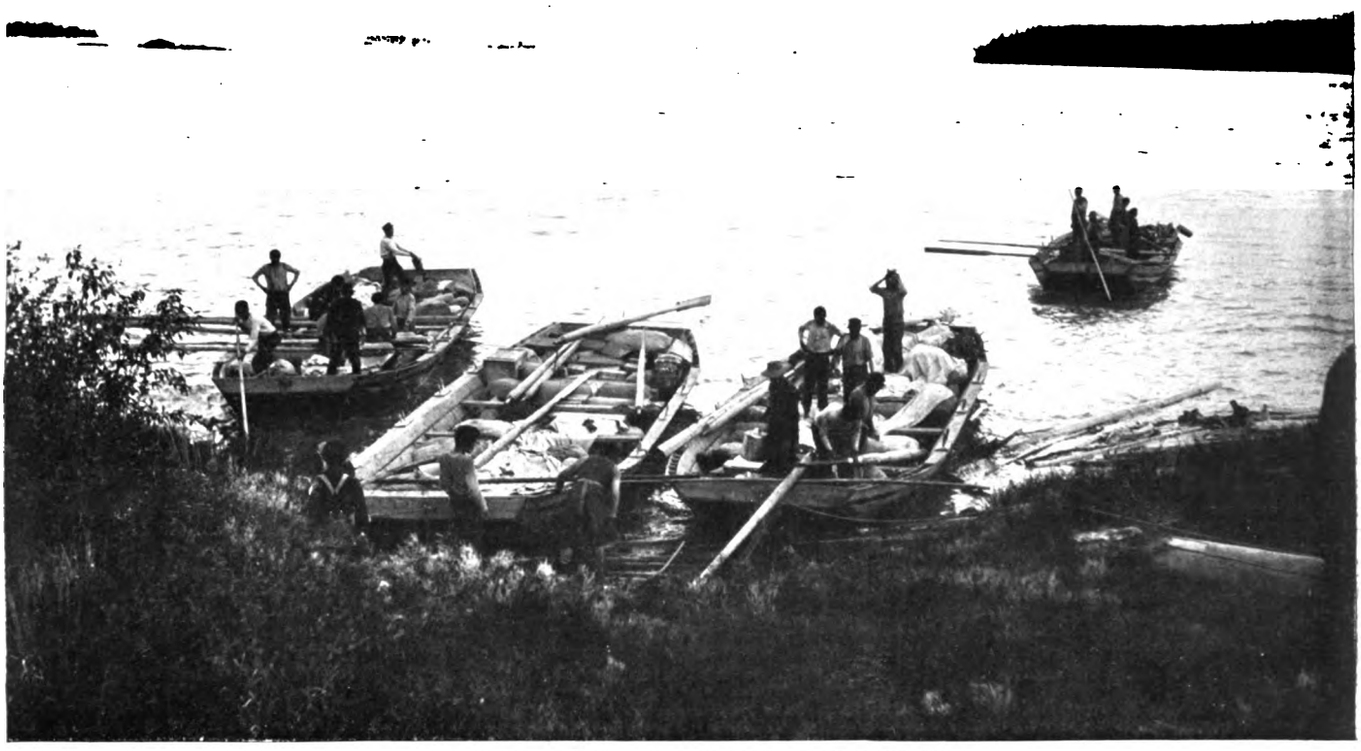
ARBON.—At Ste. Agathe des Monts, Quebec, on February 12, William Arbon, late of Bury St. Edmunds, Suffolk, aged 36 years.

GRAY.—Suddenly at 99, Sherbrooke Street East, Montreal, on February 18, Henry R. Gray, aged 69 years.

WARE.—On February 19, at 96, Mansfield Street, Montreal, William J. G. Ware, 42 years of age, son of the late Geo. Arthur Ware, of Exeter, England. (Exeter papers, please copy.)

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TRADING IN THE FAR NORTH.



SCOWS LANDING AT THE MOUNTAIN PORTAGE ON SLAVE RIVER.



FUR TRADERS' SUPPLIES BROUGHT UP BY SCOWS TO THE FAR NORTH.

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THE NEW NORTH WEST.

The Extent and Richness of the Peace River District.

(Special to "Canada.") Photos by W. W. SHORT.

Second Article.

A VOYAGE of thirty miles on the steamer *Peace River* northward along the magnificent river of that name brings the traveller to Fort Vermilion, the most northerly post where agriculture flourishes. Still the boundless unclaimed prairies greet the traveller's eye. East, West, and North, no white man who knows has spoken of its extent. Indians say as far as the mountains to the west the whole Peace River basin is one vast prairie, broken in a few places of very narrow limits by muskeg and bluffs of spruce and aspen.

The region of which we speak, a mere patch in the heart of the Canadian west, has the area and harbours the resources of an empire as mighty as Germany. In this area wheat matures in 86 days. Harvest begins early in August. One thousand acres planted in 1906 in the Fort Vermilion settlement produced 30,000 bushels of wheat. Winter wheat ripens in the middle of July. Tomatoes planted in the open in the middle of May ripened on the vines. Potatoes were ready for use in July. In all the years that crops have been sown their failure has been unknown. The summers in the region are beautiful. The sun shines for 20 hours a day. Without artificial light newspaper



A NEW FARM IN THE PEACE RIVER DISTRICT.

print can be read at midnight. Winter's cold at 30 degrees below is not as severe as at zero at the Great Lakes. Disagreeable winds are seldom felt. Stock can thrive in the open the year around. This year crops promise well to ripen the last week in August. Of 400 shrubs taken in as an experiment for the Dominion Government, 380 lived and thrived. Lilacs bloomed on June 16, less than two months after leaving Ottawa. So much is made possible by the altitude of the region which is 1,000 feet below Edmonton. Who would dare estimate the possibilities of this wonderful region upon which the traveller comes as upon a fairy land of promise. Estimate it alone for its wealth in agriculture. Sixty millions of people might found their homes and plant their energies, where less than 3,000 now abide.

As yet this inland country is the last stronghold of the fur traders, principal among whom are the Hudson's Bay Company and Revillon Brothers, both of which firms derive a large revenue from the winter harvest of furs.

Trading posts are established on most of the beautiful rivers, tributary to the Athabasca or the Peace, by which the country is watered. Here the fur trader's life is lived exactly as it was in the days of the fierce rivalry between the Hudson's Bay Company and the North-West Fur Company with the then untrodden districts of Manitoba and Northern Ontario. Here the posts are visited each summer by heavily laden "York-boats"



FURS AS THEY ARRIVE FROM THE NORTH.

and canoes, bearing mails, supplies, and trade, and bringing back with them the harvest of furs which has been gathered during the previous winter. Here the Indians are the real



A TRADER'S STORE.

native hunters, as yet unhampered by confinement to reservations. True, the missions are gradually teaching them, beside the white man's creeds, the white man's method of achieving food when game is scarce, but they are not as yet worried by all the restrictions which prove so irksome to their relations in older and more settled districts. Wolves, lynx, bear, beaver, foxes, marten, mink, ermine, and the ubiquitous muskrat are the principal fur-bearing animals of the region. Occasionally a black, or even a silver, fox pelt is brought in amid great jubilation. The furs, carefully and cleanly skinned and dried by the Indians, are packed in bales of sizes that vary according to the size and weight of the skins, and stored in the fur-rooms of the posts for transmission to Edmonton in the spring. In what good condition they arrive may be seen from our illustration of the piles of furs at their destination.

The forts, factories, or posts at which the trade is carried on with the trappers all possess a department very much like a country store in many ways. There is the large warehouse with its counter, across which the trading is done, and its well-filled



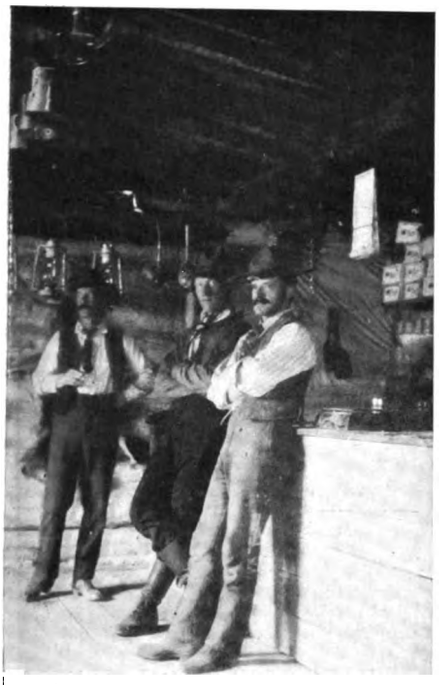
THE "BOSS" OF ONE OF THE TRADING OUTFITS OF REVILLON FRERES IN THE FAR NORTH.

shelves and bins running along one or two of the walls. Each shelf has its assortment of eatables or wearables—tea, tinned meats, flour, beans, and such-like for the one part; for the other, rolls of cloth, suits of "store-clothes," rolls of "duffle" (a thick, woolly, reversible cloth used by the trappers to bind around their feet beneath the mocassins when the snow is melting), bundles of cotton prints, and coloured sashes. Stacked high up from the floor are thick, warm blankets, highly-coloured rugs, tin trunks, boxes of hats, and many such-like utilities. High up near the roof hang rifles and traps, while knives, hatchets, and other steel goods can also be bought, or, rather, traded, for the system adopted is still nearly always that of barter.

It is the trappers' custom to take out as much stock as possible for the furs he has obtained during the winter. A good year's catch per man runs at about $500, and the average is a little over $200. The basis of trade is still—and has been so since the first fur factors bartered with the Indians on the shores of Hudson Bay—the "made beaver" skin. In the north furs and merchandise are alike valued at so many "skins." The actual money value of the "skin" varies from a quarter to a half-dollar, according to the distance one is from civilisation, and as far as possible a standard of prices is maintained.

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The goods are displayed in the rough shack on the prairie with an eye to enhancing their attractiveness, just as is done by the tradesman in his gorgeously-lighted shop in the populous city. The store of a fur-trading post is the hub of the settlement. With its warmth, its well-stocked interior, and its cheery talk and voluble bargaining, it has an attraction for the trapper who has spent a winter with perhaps only his own thoughts for company, that no man who has not lived much by himself can realise. It is, in fact, to the gatherer of furs all that the comfortable hotel is to a stranger in a strange city. It provides for him amusement, warmth, and the clatter of human tongues; no light things after months of weary tramping among snow-wreaths, nights in a sleeping-bag with the thermometer well below zero, and no other sound but the weird cry of the beasts of the wild and the voice of the wind among the trees.



INSIDE A TRADING POST AT REVILLON FRERES.

The goods supplied in these stores are all of the best quality, and come from many quarters of the world. The British mills supply woollen manufactures, tartans, tweeds, hats, and cutlery, but such articles as ready-made clothing, knitted goods, and nearly all kinds of provisions are of Canadian production.

Another illustration shows the paying of "treaty" to Indians. This "treaty" is a subsidy received by all members of the Indian tribes which are included in the Treaty with the Dominion Government, and consists of a small sum of money per head and a pair of blankets, etc. There are now but few non-treaty Indians and most of the few that still remain inhabit the immense and almost unexplored region north of the district we describe and between it and the Arctic Ocean, 1,000 miles away, or along the banks of the great Mackenzie River, which, although it ranks in size among the great rivers of the world, is, by reason of its extremely northerly outlet, almost unknown and unheard of.

(To be continued).



PAYING "TREATY" TO INDIANS

A USEFUL BOOK FOR FARMERS.

The Canadian Department of Agriculture has recently published, by the direction of the Hon. Sydney A. Fisher, Minister of Agriculture, a remarkably useful treatise upon the "Farm Weeds of Canada." The text of the book is by Dr. James Fletcher, Entomologist and Botanist to the Dominion experimental farms, and the illustrations are made in water-colours from actual specimens by Mr. Norman Criddle, of Aweme, Man. Each distinct weed liable to be met with by the farmer is dealt with separately, its various Latin and English names are given, its appearance at different stages of growth is described, the injuries it does are enumerated, and finally, the way in which it may be eradicated are stated. In Dr. Fletcher's introduction much general useful information is given as to the way in which weeds should be dealt with, and the different terms used with regard to them, and methods of destruction, are fully and ingeniously explained. When it is realised that farmers sustain huge losses annually through the prevalence of weeds, not only through the damage to the crops, but also by the cost of the labour needed to control the noxious plants, the value of this volume to the agriculturists of the Dominion will be readily seen. It is by such means that the Canadian Government is doing all it can to assist the agricultural settler, and the result of its good work is evident on all sides. The volume is beautifully produced, and the illustrations are remarkable for their faithfulness to the originals.

THE QUEBEC PAGEANT.

Visit of the Prince of Wales.

Mr. Frank Lascelles, who is going to Quebec to superintend the pageant which will form part of the tercentenary celebrations, has informed a representative of the *Standard* that, so far as is known, Earl Grey has not received any definite response to his invitation to the Prince of Wales to honour the festivities with his presence. The Canadians are hoping, however, that His Royal Highness will make it convenient to visit the Dominion in August.

Speaking of the pageant, Mr. Lascelles said that he understood it would present, in review, the whole history of Canada during the past 300 years, and no pains would be spared to make every detail historically accurate. Beginning with the third visit of Samuel de Champlain in 1608, the extension of Christianity, the development of trade and commerce, and the expansion of the Dominion in general and the City of the "Rock" in particular would be dramatically illustrated. The opening scene would show the arrival of De Champlain and his fleet of ships of the period in Quebec Bay, the French explorer's landing, the growth of missionary activity, and the powerful influence of France over the immense region extending eastward to Acadia (Nova Scotia), westward to Lake Superior, and down to the Mississippi as far as the Gulf of Mexico until the year 1763.

The origin and development of the Hudson's Bay Company, in 1670, would monopolise several scenes, and other incidents depicted will include the Red River rebellion (1869), the treaty of Washington (1871) the rebellion under Louis Riel (1885), the first through train of the Canadian Pacific Railway (1886), and the Fishery Treaty (1888). The whole will conclude with a magnificent display emblematic of the prosperity of Canada at the present time, with special reference to its glorious harvest triumphs.

Meanwhile Earl Grey's appeal for funds for the consecration of the Quebec battlefields is meeting with a generous response. The Dominion Government has decided to grant a sum of $300,000 towards the project, and the Provincial Government of Quebec will contribute another $100,000. The rest of the $1.000.000 required will be raised by public supscription.

Dr. Wood, Head Master of Harrow, in enclosing a cheque to Earl Grey for $310 on behalf of the fund for the conservation of the Anglo-French battlefields in Canada, writes:—"Every boy in the school has given his mite, and I could doubtless get a good deal more, but I thought it fair to restrain their generous young impulses and to limit the amount that each might give."

Earl Grey, speaking after the ceremony of the investiture of Mr. Bryce with the degree of Doctor of Laws at McGill University, urged the students to take an interest in the project for the nationalisation of the Quebec battlefields.

Mr. Bryce, speaking upon the same subject at a banquet given in his honour by the Quebec Bar, said that he considered the forthcoming joint celebration of the tercentenary of the foundation of Quebec by Champlain as a signal indication of the harmony existing between the two races in Canada.

Lord Strathcona recently received a letter from a schoolgirl who considered it unfair that only boys were to be asked to subscribe towards the Peace Memorial on the plains of Abraham, and enclosing a postal order for 5s. towards the fund which is being raised. Although it was Lord Strathcona's intention at first to confine the subscription to the boys of the public schools, he thinks now that such an important movement to celebrate so great an historic event ought to be made as general as possible. Consequently, girls will now be included as well as boys, and an appeal made to those in elementary schools as well as those in the big public schools.

At the Anglican Synod held at Montreal it was decided that the canon respecting the increase of stipends approved by the Synod last year should be confirmed. As soon as practicable, stipends will be raised from $600, $700, and $800, to $700, $800, and $900.

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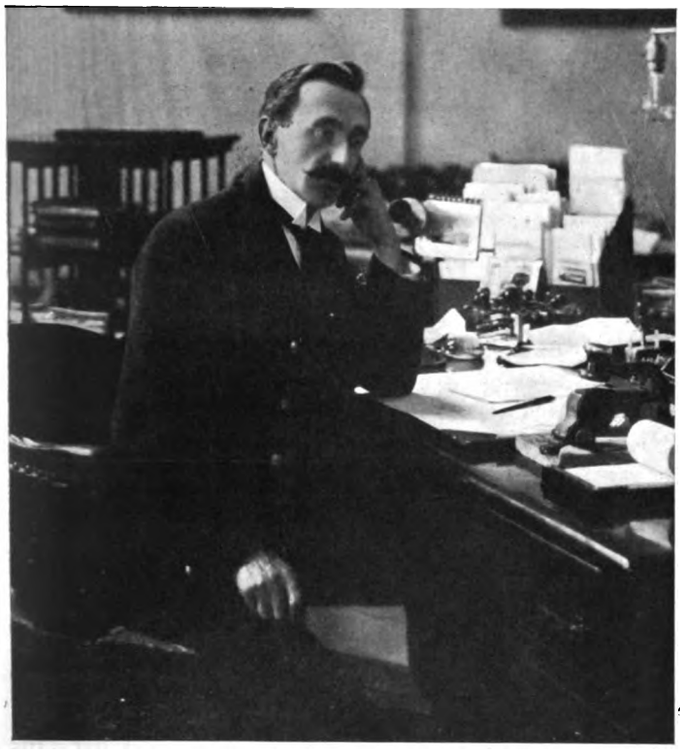
Empire Building on Business Lines.

Interview with Mr. J. Obed Smith.

(Special to "Canada.")

The appointment of Mr. J. Obed Smith to the position of head of the Canadian Emigration Department in Great Britain is peculiarly appropriate, as Mr. Smith is an Englishman who emigrated to Canada at the early age of 17, and his career in the Dominion is in itself an answer and an inspiration to those thousands of enquirers who want to know what opportunities there are in the Dominion for "making good."

Born in Birmingham, Mr. Smith left that city at the age of four, and went to Liverpool. Like Robert Barr, on a similar occasion, he took his parents with him. Thirteen years later he sailed for Canada, starting on a career which has been highly successful. When Mr. Smith arrived in Winnipeg emigration officers were unknown in that place. His first job was on a farm, to which he had to walk for five days through a snowstorm. In time he became officially connected with the Manitoba Shorthand Association; and later entered the service of the Manitoba Government. During that period—eight years—he held important positions in connection with the internal economy of the Legislature and the construction of railways. He is



MR. J. OBED SMITH.

a barrister by profession, and for sixteen years was a member of the Manitoba Bar. As Commissioner of Emigration at Winnipeg under the Dominion Government since 1901, with control of all Canada west of Lake Superior, Mr. Smith did splendid work. His selection for the position of Assistant Superintendent of Emigration is a popular one, and he starts on his new duties with the best wishes of Canadians both in the Dominion and in London.

Athough Mr. Smith has been more than busy since his arrival in London, he found time to have a chat with a representative of *Canada*. With little time for preliminaries, he was soon at the heart of the first subject broached—the work of the Emigration Department at Winnipeg. "During the immigration season," said Mr. Smith, "the Department in Winnipeg have a strenuous time, and the hall and offices present, to say the least of it, an animated appearance. From all parts of Europe and the States they flock daily—Britishers, Scandinavians, Germans, Russians, Galicians, Icelanders—men and women, old and young, and children, clad often in strange garbs, but all with the making of good Canadian settlers.

"All possible information and assistance are given to these callers. They are met at the Winnipeg depot by officers of the Department in uniform, assisted with their baggage, and, unless they prefer to go to an hotel, directed to the immigration hall. Cooking and sleeping accommodation is provided for them there, free of charge, during a maximum period of seven days, although in exceptional circumstances this period is extended. In cases where the head of a family goes in search of work, the wife and children are cared for in his absence. Interpreters are in the office for the convenience of foreigners unacquainted with the English language. Positions on farms are found—the demand is always greater than the supply—and a record is kept of the available homesteads, and intending homesteaders receive full advice as to location, suitability, etc. Every case is treated individually, all circumstances being taken into account in placing the immigrants. The great rule which dominates the Department is to act so that every settler will be satisfied with his new surroundings. It is a great work."

Questioned as to what the future policy of the Emigration Department will be, Mr. Smith replied: "A continuation of the present. The policy which has always been pursued and will continue to be pusued, is to secure men who are able and willing to work on the land. We guarantee work of this kind to every man who desires it. We have never yet failed to have on our books sufficient places for those who are prepared to work on farms."

"Would it not be a better policy to confine the active campaign to secure men for the land to the United Kingdom?" asked our representative.

"Although," was the reply, "naturally Canada welcomes most men of British blood—the race from which the Canadians themselves have sprung—yet the class of emigrants from the continent of Europe who go to the Dominion are by no means undesirable. Remember, that this class is practically all of the peasant tillers of the soil. I presume you have in mind more particularly those of the southern portion. The undesirable element from these parts mostly emigrates to the United States. Those who go to Canada generally settle on land that the Britisher would leave alone."

"It has been suggested that the emigrants sent out by charitable associations in the Old Country do not as a rule turn out well. Is it the intention of the Department to restrict this class in the future?"

"The Minister of the Interior has decided to make a certificate of fitness compulsory, with the idea of preventing the sending out of emigrants who in too many cases only meet with sufferings after their arrival, but I am not prepared to make a statement on this point at present."

"Is it not a fact, Mr. Smith, that all the suitable free homesteads within a reasonable distance of a railway are taken up?"

"There are still in Saskatchewan and Alberta over 100,000,000 acres of good land available for free homesteads. As you say, the homesteads within a comparatively short distance of a railway are mostly taken up, but as the land is settled branch lines are built into the wheat-growing districts and the homesteader has not to wait long before he is within easy means of communication with markets."

"The efforts of the Emigration Department are confined to the securing of farm labourers and others willing to cultivate the soil. Would it not be beneficial to Canada to induce people of the middle classes and educated classes generally to emigrate?"

"It would be if they wanted to take up farming. As I said before, the Emigration Department is concerned only with those desirous of settling on the land. To the middle-class man with a little capital and a taste for farming the Dominion offers splendid inducements. But I would not advise that man to go in for homesteading—particularly if he has a wife and family accustomed to the comforts of a good English home. His plan is to invest in a partially improved farm. The settler who is prepared to face the initial difficulties of starting on a free grant—who has to from lack of capital—generally makes as big a success as the emigrant who starts with a small capital. The middle-class man—the man with capital—will 'get there,' but he is like the man who in running down stairs misses four steps. He gets there, with a jolt.

"Take Nova Scotia, for instance," continued Mr. Smith. "In the great Annapolis valley farms that grow fruit can be purchased at far less money than farms farther west. These make ideal propositions for middle class people from the old land. They can buy partially improved farms, ready for occupation, at a sum per acre no greater than that paid in many cases in England for a year's rent alone. And they will have the advantage of being settled in a land comparatively close to the Old Country and with many similar conditions and surroundings."

"There is, of course," remarked our representative, "a continuous demand for women as domestic servants. Is there not also a demand for women of education?"

"The demand is for women who can cook and do housework and make good wives. If women of education go out to Canada, what harm is there in their learning those very necessary attributes of a wife—for that is the position which they all reach?"

Canada leaves that question for the ladies to decide themselves.

BRITISH EMIGRATION TO CANADA.

A New Regulation.

The Immigration Department at Ottawa has issued an order that, after April 15, any emigrants arriving here through the agency of charitable institutions, or by the aid of public funds, will be deported unless bringing a certificate from the Dominion's London immigration office that they will make good settlers.

"Commissioner" Nicol, of the Salvation Army, commenting upon this new regulation, said that his organisation welcomed the order, and hoped that it would be stringently enforced. "The Army's system of transportation," he continued, "enables it to be sure of every man it emigrates. We know the conditions of life in Canada, and we pick our men accordingly.

The assistant secretary of the Central Emigration Board said:—"We aim especially at finding men who, from their physique and general character, seem likely to prove suitable as farm helpers. Our emigrants do well out in Canada, and in many cases keep in touch with the agents that we have out there."

The Hon. F. Oliver, Minister of the Interior, has stated in the House of Commons that it had been decided to apply the new regulation, which requires immigrants to come to Canada direct from their land of origin or adoption, to arrivals at land points as well as seaports.

MR. RICHARD GRIGG'S REPORT.

The report made by Mr. R. Grigg to the British Board of Trade upon the development of Canadian trade with Great Britain is still going strong, and appears to be well received in Canada. The demand is large from all parts of the world, and the Department are placing the report on sale at Messrs. Hope and Sons, 47, Sparks Street, Ottawa; Messrs. E. M. Renouf, Ltd., 472, St. Catherine Street West, Montreal; and Messrs. Warwick Bros. and Rutter, Ltd., Toronto. Lord Strathcona has written to the Canadian Department of Trade and Commerce asking that it should be made known in the Dominion that the report may be obtained from the firms indicated.

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Trade Notes.

[*Canadian Patent Agents handling valuable Inventions which they consider will be of use in Great Britain should communicate with us.*]

A record number of timber licences were issued in British Columbia last month; the fees realised $347,266. Altogether 2,854 licences each for a square mile of timber land were granted.

The capital invested in manufacturing industries in Canada is $834,000,000, an increase of 86 per cent. in five years. The number of employees increased 13 per cent., and the wages paid increased 43 per cent. in the same period.

British consumers report a scarcity of orders for Quebec pine, and state that the wood is not worth the prices lately asked. Stocks of the lower grades are said to be short, but that of the higher grade for which there is most enquiry is ample.

A number of commercial travellers in the Dominion are petitioning the Government to have a representative member on the Railway Commission; they are also asking for legislation which will give them specially favourable telegraph and telephone rates.

Twenty-seven Conciliation Boards have been constituted under the Dominion of Canada Industrial Disputes Investigation Act; all disputes which have arisen except one have been settled, and strikes have either been averted or immediately terminated.

The old established firm of Messrs. Lyman and Sons, wholesale druggists, Montreal, has been incorporated as "Lyman's, Limited," with a capital of $1,000,000: the charter gives power to manufacture. The incorporators are Messrs. Henry Lyman, Arthur Lyman, Walter Ernest Lyman, Albert Clarence Lyman, and George Philip Watt, all of Montreal.

A bill is being introduced at Ottawa by Mr. J. C. Walsh, M.P., which provides for the incorporation of the "Institute of Architects in Canada," and appears to give the Institute complete control of the admission to the architectural profession, excluding from practice any person who is not a "corporate member of the Institute, or becomes one under the provisions of this act; or, unless he is entitled by some statute of Canada, or of one of the provinces thereof, to use the title of architect."

THE G.T.R. AND ITS EMPLOYEES.

If one may judge by the decision of the board which recently passed upon and settled the question of increased pay between the telegraphers and the Grand Trunk Railway system, there is a tendency upon the part of public men in Canada at least to look at both sides of this question. Asked why they had insisted upon the acceptance by the men of the terms proposed by the company, they answered: "Because what the company offered is all that can be justified under present conditions."

"There is a constant demand," says the report, "for increased expenditure on the part of the company for increased facilities, and, second, a continued demand for a reduction of the tariffs which provide these facilities." This is, so far as we are aware, the first commission of this kind to recognise the very evident fact that it is physically impossible to go on indefinitely raising wages and reducing the rates which must provide the moneys out of which the wages of employees must be paid. Few managers pay more attention to, and do more for their employees than does Mr. Hays. And always he has an eye on the ultimate result. This was demonstrated in the working out of his permanent pension scheme. While this will cost the shareholders something the expenditure is justified, the management believes, because it will relieve the company from the necessity of discharging men who have served faithfully the best part of their lives, provide for them in their declining years, and at the same time permit of the replacing of the physically incompetent with young men. Moreover, it will serve as an incentive to others to enter the service and give the Grand Trunk and the Grand Trunk Pacific, for the manning of which thousands will be required, the pick and choice of railway employees.

Answers to Trade Correspondents.

G. S. (Leeds).—Mr. George E. Faulkner is the president of the Board of Trade in Halifax, Nova Scotia; he is also a member of the provincial legislature.

T. W. (Birmingham).—Duty on British manufactured articles, 20 per cent.; on American and Belgian made rifles, 30 per cent. If you are settling in Canada, your gun, unless brand new, would go in free. Tourists pay a deposit, returnable when they re-embark.

Canadian Buyers in England.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

J. M. Campbell (R. J. Whitla and Co., Ltd., Winnipeg)—Hotel Cecil.
W. B. Mathews (Greenshields, Ltd., Montreal)—First Avenue Hotel.
H. W. Barnes (Robinson, Little and Co., Winnipeg)—17, Aldersgate Street.
Jos. A. Shehyn (McCall, Shehyn and Co., Quebec)—17, Aldersgate Street.
D. L. Chabot (Hodgson, Sumner and Co., Montreal)—Holborn Viaduct Hotel.
F. Trebilcock (Gordon, Mackay and Co., Ltd., Toronto) 2-4, Carey Lane, E.C.
W. G. Smith (Manchester, Robertson, Allison, Ltd., St. John, N.B.)—2, Milk Street, E.C.
F. G. Crawford (The Gault Bros. Co., Ltd., Winnipeg)—17, Aldersgate Street, E.C.
F. J. Wardell (The Ontario Neckwear Co., Ltd., Toronto)—35, Milk Street, E.C.
L. E. Prowse (Prowse Bros., Charlcttetown, P.E.I.)—35, Milk Street, E.C.

LEICESTER.

F. P. Garneau (Garneau, Ltd., Quebec)—Grand Hotel.
M. P. Beaudry (Gauvrean, Beaudry and Co., Quebec)—Grand Hotel.

MANCHESTER.

Geo. Kent (Greenshields, Ltd., Montreal)—36, Cooper Street.
R. B. Mackedie (Greenshields and Co., Ltd., Vancouver, B.C.)—36, Cooper Street.
Geo. H. Stewart (Stobart Sons and Co., Ltd., Winnipeg)—Midland Hotel.
E. St. Pierre (Thibandeau Bros. and Co., Quebec)—Midland Hotel.
Donald McCrimmon (Brickenden, McCrimmon, and Nelson, London, Ontario)—Midland Hotel.
J. M. Murphy (J. and M. Murphy, Halifax, N.S.)—Midland Hotel.
D. H. Gibson (Burton, Spence and Co., Ltd., Toronto)—Midland Hotel.
G. A. Smith (G. M. Smith and Co., Ltd., Halifax, N.S.)—Midland Hotel.
W. H. Rennie (Cummings and Rennie, Ltd., Truro, N.S.)—Midland Hotel.
John E. McCurdy (McCurdy and Co., Sydney, C.B.)—Midland Hotel.
Thos. Glover (Thos. Glover, Pictou, N.S.)—Midland Hotel.
H. A. Cook (Wood Bros., Halifax, N.S.)—Midland Hotel.
P. S. Hilton (Smith Bros., Halifax, N.S.)—Mosley Hotel.

BRADFORD.

A. S. Binns (R. J. Whitla and Co., Ltd., Winnipeg)—Midland Hotel.
J. H. Forster (The S. Eaton Co., Ltd., Winnipeg)—Midland Hotel.

The immigration into Canada for the ten months ended January 31st last, shows an increase of thirty-nine per cent. over the corresponding period of the last fiscal year.

The *Druggists' Journal* states that there is a scarcity of drug clerks, or chemists' assistants, in Canada.

WORDEN & HANCOCK,

4, Wood Street Square. Wood Street, E.C.,

LONDON, ENGLAND.

Specialists IN

Infants' & Children's Millinery, ALSO

COSTUMES, PELISSES, and LADIES' WHITE SKIRTS.

Our SPRING AND SUMMER SELECTION now on show.

Canadian Government

TRADE COMMISSIONER SERVICE IN **GREAT BRITAIN.**

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in Great Britain:—

P. B. BALL, Room 39 and 40, Central House, Birmingham.

J. B. JACKSON, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Sun Buildings, Clare Street, Bristol.

Commissioners and Agencies have also been established in various other parts of the World as follows:—

Australasia—
J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
D. H. ROSS, Stock Exchange, Melbourne Agent for Victoria, South Australia, Western Australia and Tasmania.

China, Japan, and Corea—
W. T. R. PRESTON, Club Hotel, Yokohama.

France—
A. POINDRON, 101, Rue Réaumur, Paris.

Japan—
ALEX. MACLEAN, No. 14 Bund, Room B, Yokohama.

Mexico—
A. W. DONLY, Rebeldes No. 6 Mexico, D.F., Mexico

Newfoundland—
E. D. ARNAUD, Gazette Building, Water Street, St. John's.

Norway—
C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.

West Indies—
E. H. S. FLOOD. Barbadoes.
E. A. H. HAGGART, Kingston, Jamaica.
R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada to British and Foreign Importers or Exporters without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

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Railways.

The Railway Committee at Ottawa has approved Bills authorising the construction by the Canadian Northern Railway of branch lines in Alberta, Saskatchewan, British Columbia and Quebec.

In June next the C.P.R. expect to complete their line to Sudbury from Toronto.

The G.T.R. is building extensive new fireproof shops at Battle Creek, Michigan, for the repair of rolling stock in use on their lines in the United States.

Work on the new spiral tunnel being built to avoid the steep grade between Hector and Field on the C.P.R. line through the Rocky mountains, is expected to be completed next fall. The distance between these two points will be increased about eight miles, but the grade will be reduced by 100 feet.

In the *Canada Gazette* it is announced that on March 10 tenders will be received by the Dominion Government for the construction of 365 additional miles on the Winnipeg-Moncton sections, and when these tenders are let there will only remain about 600 miles of the portion to be built by the Government to be tendered for.

The Grand Trunk Railway has 100 locomotives under construction for contract delivery this year, as follows:—Twenty Richmond compound consolidated engines from the Locomotive and Machine Co., Montreal; weight of engines, 211,100 lbs. Thirty simple road engines from the same company; weight of engines, 121,688 lbs. Ten single mogul engines from the Baldwin Locomotive Works, of Philadelphia; weight of engines, 161,976 lbs. Ten ten-wheel passenger engines from the same company; weight of engines, 167,300 lbs. Ten switch engines also from the Baldwin Locomotive Works, weight 139,500 lbs. In addition, the Grand Trunk Pacific railway have ordered twenty simple road engines from the Canada Foundry company, Kingston, Ont.; weight of engines, 121,688 lbs.

Shipping.

Mr. W. T. Payne, lately stationed at Yokohama, has taken up his new position as general superintendent of the Canadian Pacific Railway steamships at Vancouver. Captain George Kirkendale has been appointed shipping master of the port of Victoria.

Like the *Virginian*, which sailed last Friday, the Allan turbiner *Victorian* is completing a thorough overhaul, including the redecoration of the saloons, before resuming her place in the mail service. She leaves Liverpool next Friday for Halifax direct.

The Kingston, Ontario, Shipping Company, recently incorporated, is having built at Dumbarton, Scotland, a steamboat to be named the *Cataraqui*, for Lake and Welland Canal freight traffic. Her general dimensions will be: Length over all 256 feet; beam 43 feet; depth moulded 22 feet.

The first large passenger steamship to leave Liverpool for Quebec and Montreal direct this season will be the Allan liner *Corsican* on April 16. The first mail steamers to use the S. Lawrence route will be the *Empress of Britain*, leaving April 17, followed by the turbine *Virginian* on April 24. The Dominion line will despatch their first steamer to Montreal on April 16. The Glasgow service direct to Montreal of the Allan and Donaldson lines will also commence in the middle of April.

THE BUTTER IMPORTS OF BRITAIN.

The small part which Canada at present plays in catering to the requirements of the United Kingdom is shown by the following figures for the year 1907.

	Cwts.
Denmark	1,818,111
Australasia	901,786
Russia	657,649
France	281,306
Sweden	226,740
Netherlands	168,496
Canada	34,753
Germany	7,297
United States	1,063
Other countries	118,534

Germany, which once exported to us heavily, is now competing with us for imports: whilst, on the other hand, Russia, including Siberia, is growing fast as a dairy country.

TRADE PERSONAL.

Mr. John Wolff has taken over the business of the firm of Hermann H. Wolff and Co., Montreal, of which he was one of the partners. Mr. Hermann Wolff has entered into partnership with Messrs. Peierles, Bushler and Co., of New York.

Mr. James Carruthers, of Messrs. James Carruthers and Co., Montreal, was among the arrivals from Canada this week.

THE GROWTH OF APPLE CULTURE.

At a recent meeting of the May Court Club in Ottawa samples were shown of nine different varieties of apples which have been originated in Canadian orchards, among them the Scarlet Pippin, the Walton, the Baxter (which is one of the handsomest of Canadian seedlings, of rich crimson splashed with darker colourings), and the McIntosh Red, another apple of exceptional delicacy of flavour and appearance. Although it is through her western granaries that Canada within recent years has been winning fame throughout Europe, the development of fruit culture in the Dominion has already done much to establish the reputation of Canadian fruit in outside markets. The returns of the last Canadian census showed a product of eighteen million bushels of apples, or an average of three bushels for each inhabitant of the country, whilst peaches, pears, and other fruits, brought the total up to twenty-five million bushels. The estimated value of the Canadian fruit crop of 1907 was ten million dollars, with a capital investment of at least seventy-three million dollars. The possibilities of fruit-growing in Canada to-day, indeed are practically unlimited, for from the Eastern and Middle provinces this industry has spread to the Pacific Coast, and soon the fruits of the Kootenay, Chilliwack, and Okanagan Valleys will be as widely known as those of the older provinces, or even California itself. In the Pacific Coast province, moreover, a fruit tree matures and yields in five years, which is less than half the adolescent stage in the east. In the Government Experimental Farms hardy varieties of apples have been originated, which have shown themselves equal to the rigours of the severest winds and frosts of the western plains, and although the prairie provinces may never become fruit exporters, there is good reason to believe that their product will in time be adequate to the domestic demand.

AN AMBITIOUS RAILWAY SCHEME.

It is said that the Rothschilds are behind a petition recently presented to the British Columbia legislature for the incorporation of the Hudson Bay Pacific Railway, which is also about to seek a federal charter, for the construction of a line from Fort Churchill, on Hudson Bay, to Port Simpson, on the Pacific Coast a distance of 1,450 miles. If it is ever realised, this would be the shortest and most direct route (9,258 miles) from Liverpool to Yokohama. The promoters claim to have a capital of $100,000,000 in sight, and that the line in question can be built within five years from the granting of the necessary charter. The route proposed would cross the Athabasca River near Fort McKay, then along Clearwater River, Cree and Reindeer Lakes, and Churchill River. Through British Columbia it would pass between latitudes 54 and 56.

THE MANCHESTER SHIP CANAL.

The growing trade done between Canadian ports and Manchester by the Manchester liners, operated by Messrs. Furness, Withy and Co., lends interest to a recently published report which shows that the traffic through the canal from Liverpool to Manchester is steadily increasing. In 1897 the tonnage of ocean steamships passing through totalled 1,700,475, in 1907 it had risen to 4,927,784 tons. Progressive dredging and engineering work now enables vessels drawing 28 feet to reach Manchester. Profits in the last half-year were, for the first time, sufficient to pay interest upon all the debenture stocks, including that taken up by the city of Manchester.

CONSTRUCTION WORK ON THE G.T.P.

Notwithstanding that at no time in the history of the Dominion has labour, generally, been so scarce and dear, and that the exceptionally severe winter of 1906-7 made it almost impossible to secure ties, construction work on the mid-western section of the Grand Trunk Pacific railway has gone quietly but steadily on. Only a short distance of the 430 miles between Portage La Prairie remains to be laid with steel, and 120 miles west from Fort William is railed. An expert correspondent of the *Toronto Globe*, who has been looking over these sections, dwells upon the nature of the work, says:—"For the first forty miles west of Portage la Prairie the line is without a curve, then in passing through the 'sand hills' there are but three easy curves, and again a stretch of forty miles straight as an arrow, with a grade of only 4-10 of one per cent. This excellent work has been accomplished by cutting through hills, many over forty feet high, and by making 'filling' of quite as great a height, while at certain points tressels, some nearly a mile long, and one 120 feet high, were required to carry the line through 'at grade.' These tressels are to be filled with ballast, and steel bridges will be built where streams are crossed, so that the road when completed will be as good as money and brains can make it. At Rivers, the first divisional point 140 miles west of Winnipeg, the whole yard was dug down from six to ten feet in order to keep the line at grade, but as the location was a gravel knoll, an enormous quantity of excellent ballast was incidentally secured. The cost of construction of the Grand Trunk Pacific must have been large, but the results justify the outlay, as on such a road 50 cars can be handled by the same power required for 35 cars under ordinary conditions."

FROM WINNIPEG TO THE LAKE PORTS.

Besides the main line above mentioned the Grand Trunk Pacific is building a branch to connect Fort William with the Transcontinental line from Winnipeg to Quebec at a point 240 miles east of Winnipeg—a distance of about 200 miles. When these two portions are finished the Grand Trunk Pacific will have a through line from Winnipeg to the Great Lake port. The grade is spoken of as exceptionally easy—a maximum rise of 7¼ inches in 100 feet, while the curves are only six degrees. In the middle of February about 6,000 men were employed, an open winter and better supply of labour enabling work to go on at this season. The steel will be laid between Winnipeg and Portage early in the spring, thus giving a through line from Winnipeg to Saskatoon, 466 miles. From Saskatoon to Edmonton (328 miles) a considerable portion of the grading is finished, and steel-laying will be resumed west of Saskatoon as soon as the bridge over the Saskatchewan River is completed. It is expected that the steel will be laid into Edmonton before the end of the coming season, and the Grand Trunk Pacific will have become a real factor in the moving of the crop of this present year.

A SATISFACTORY PROSPECT.

Mr. F. W. Morse, the vice-president and general manager of the Grand Trunk Pacific railway, has recently been in consultation at Ottawa with the members of the National Transcontinental Railway Commission with regard to the section of the line between Winnipeg and the Lake Superior junction. It is understood that greater energy is to be infused into the construction work on the entire route from Edmonton East to Thunder Bay and the Lake ports in order that the prairie sections may be able to handle a large portion of the next harvest.

The arrangements completed between the Grand Trunk Pacific and the Government of British Columbia will enable work eastward from Prince Rupert to be energetically undertaken, so that with reasonably favourable weather and labour conditions the harvest month of 1908 should see several valuable sections of the line a source of revenue to the company.

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References: Dominion Bank of Canada.

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"CANADA," No. 113, March 7, 1908.

This coupon must be cut out and enclosed in any letter of enquiry.

Subscribers who take an interest in *Canada* and who would like their friends to see the journal are invited to communicate with the Editor. If the addresses of friends are supplied we will gladly forward specimen copies.

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Canadian Finance.

(From Our Own Correspondent.) TORONTO.

Business, if it cannot be described as brisk on our exchanges, is fairly active, and it is a favourable sign that prices are less responsive to Wall Street gyrations. There is still little or no speculative business doing here, and until money becomes cheaper there is not much prospect of an expansion in this direction. Investment transactions continue on a quite large scale, and this must in time make its impression upon a market which is none too plentifully supplied with stock. The weakness of C.P.R. at New York has been one of the features, the selling being chiefly in connection with the new issue of stock, and likely to be from now on followed by a recovery. Amongst the recent incidents have been the circular in connection with the Electrical Development Co., of Ontario, an advance in the Montreal Cotton Company's dividend from 7 to 8 per cent., Winnipeg's decision to consolidate its bonds and issue $6,500,000 of new debentures, and the satisfactory statement made by Sir H. Pellatt at the meeting of the Toronto Electric Light Company. It is of interest to note that the Dominion Iron and Steel Company's official claim against the Coal Co. on December 31 (exclusive of interest) is $2,251,209. The forthcoming "Soo" dividend has afforded, as usual, scope for speculation, but it is now thought that in view of the general falling off in railway earnings, there is little prospect of any increase in the rate at present.

Richelieu and Ontario Navigation.

The new capital which this company will obtain from its issue of $1,000,000 5 per cent. bonds in London will, of course, be used in payment for the recent addition to its fleet. It is not known yet what has been the result of the appeal, but it is comforting to know that it has been well underwritten. The report for 1907, which will likely be out in a day or two, will show net profits of about $310,000, and constitute a new record. This is an excellent result for the gross earnings suffered from the cold season of 1907, and the improvement in the earnings is entirely due to the ability shown to economise on working expenses.

Operations of Mortgage Companies.

Mr. W. H. Beatty, at the recent meeting of the Canada Permanent Mortgage Corporation, delivered an address which illustrated the conservative methods of this prominent concern, and the high esteem in which such ably managed companies are held in Canada. Mr. Beatty pointed out that, notwithstanding the many tempting opportunities recently presented to Canadian investors, only a small proportion of the funds entrusted to them had been withdrawn. He also controverted the inaccurate statements of irresponsible critics that the mortgage assets of such corporations were fixed and not readily available. Mr. Beatty said that, on the contrary, the large sums received from their real estate mortgagors—amounting to $5,105,064 in 1906 and $4,910,107 in 1907—were, of course, available for reinvestment, and constituted a steady emergency fund in meeting any unusual withdrawal of maturing debentures in these exceptional times. The policy of reduction of mortgagor's indebtedness by instalments indeed had the double effect of increasing their margin of security, and "making the mortgage investments a more readily realisable and, in the true sense, a liquid and ever-inflowing asset." The issues of several of these companies have been bought at higher prices since their reports were issued.

The Bond Market.

There has been quite a good demand for Western bond issues on the part of Eastern and British financial houses. It is said that over $500,000 of Edmonton debentures have been bid for by Messrs. Coates and Co., of London, at £95 10s. 6d. per £100 debenture, unstamped. These bonds will carry 5 per cent. interest, payable half-yearly. This arrangement will enable the City to carry out improvement works of some magnitude. Winnipeg has at length decided to place a big debenture issue on the market. The amount is stated to be $6,500,000. The arrangement with the banks, with whom negotiations had been proceeding, fell through, and the council had no other alternative than to adopt this course. It is said that the opportunity afforded will be taken advantage to consolidate the whole of the City's outstanding bonded debt. It is now stated that the Regina affair has been settled, the firm of dealers who put in a tender at 94.38 for the $555,000 of bonds allowing this to stand on condition that the legal requirements were fully complied with by revoting the bye-laws, and that interest is paid half yearly instead of yearly as originally arranged.

The London Market.

LONDON, WEDNESDAY.

The London Stock Exchange remains in a condition of malaise, and prices are in well-nigh every instance where changes have taken place lower on the week. Monetary conditions have continued to act as a tonic to the market for gilt-edged descriptions, although prices reacted a little from the best, but other sections have been in the dumps, and a good deal of anxiety exists in financial circles, this feeling being partly accounted for by reports of trouble in the North. The adverse decision as to the legality of the Great Central-Northern agreement has had a depressing effect upon the Home Railway market. Yankees remain an uncertain market, the American public showing but the feeblest interest in Wall Street developments. At the time of writing this section is a little harder, but the tendency will probably have changed by the time these lines are in type. The Foreign Market has presented few developments of interest since our last issue, about the only feature of note being the Salvador loan, which is a very speculative investment. In the miscellaneous department the feature was, of course, the heavy slump in Brewery securities, owing to the consternation produced by the Government's monstrous licensing Bill—a measure which is calculated to increase public distrust of the Campbell-Bannerman Ministry. The Budget is awaited in the city with unusual interest, and until Mr. Asquith has revealed his financial proposals the markets are likely to remain on tenter-hooks. The debate in the House of Commons on Monday shows how far a section of the Radical party is prepared to go in its ill-advised efforts to effect reductions in both the Army and Navy. One of the favourable incidents of a depressing week was the termination of the Indian frontier trouble. The sensational event was furnished by the Canadian section, where a heavy fall in Grand Trunk issues followed the publication of the January revenue statement. The market had been prepared for a net decrease of about £25,000, but when it was found that the actual figure was as much as £85,800, dealers banged prices, with the result that the Third Preference are well under 50, the Seconds down to 92½, and the Ordinary has been as low as 14¼. We deal fully with the statements of both the Grand Trunk and the Canadian Pacific Railway companies elsewhere, but might add here that, although these returns are the reverse of satisfactory, they should not, of course, come as a surprise to those who have been following recent events in the United States and Canada. No doubt Sir Charles Rivers-Wilson will be able to reassure holders of the different issues when he meets the proprietors at the forthcoming meeting, that the outlook is not so black as it is painted in some quarters. Canadian Pacific Railways have been comparatively steady, and the changes in other Canadian issues are not very important. Hudson's Bays have weakened in sympathy with the slump in Trunks, but it is significant of the high esteem in which Canadian investments are held by the public that both the new Dominion loan and the new issue of Grand Trunk Guaranteed were over-subscribed. It is probable that there will shortly be a further issue of City of Edmonton bonds, whilst at an early date the Rio de Janeiro Tramway, Light, and Power Company will be offering here and at Paris 6 per cent. debentures to redeem its short term notes and provide further necessary funds for the purposes dealt with under a separate heading. It is not yet known whether the Montreal Cotton debentures will be issued here or at Montreal. The movements in Electrical Development of Ontario shares and bonds reflect the latest news from Canada with regard to this company. Considerable interest has been aroused in financial circles by the latest developments in connection with the finances of the City of Winnipeg. At the Le Roi No. 2 meeting it was stated that it is proposed to form the Vancouver property into a separate concern, with a capital of £100,000.

Rio de Janeiro Tramway, Light, and Power.—With reference to the rumours recently current in Canada and in this country as to financial developments in connection with the Rio de Janeiro Tramway, Light, and Power Company, it may be as well to state the actual position of affairs. Negotiations are now pending for an issue of 6 per cent. debentures for the purpose of completing all the work in hand, the electrification of the tramways, the construction of new plant for the gas company, and the retirement of the short term notes created last September. Dr. F. S. Pearson, the president, is now in Europe, and has enlisted the assistance of a very powerful French group of capitalists, comprising the Banque de Paris, la Société Générale, M. Spector Legru—who is largely interested in Brazilian matters—and others. The present intention is to issue the new bonds in London and Paris, and from inquiries which we have instituted we find that there is every prospect of an early and successful issue to the negotiations now proceeding. Chaperoned by such a powerful syndicate of French banks there should be a very favourable response on the part of the French investor to the introduction of the securities of this Brazilian enterprise to our neighbours and allies across the Channel.

COBALT SHARES.

"Canada" only quotes the shares of those companies which are regarded as bona-fide mining undertakings. Their appearance in our list does not infer that we regard them as worth buying at the price quoted, but they are to be regarded (subject to weekly revision) as the standard Stocks in Cobalt securities.

The following were the quotations at Toronto on February 21:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Foster-Cobalt Mining Co....	$1,000,000	$1.00	.64	.61
Trethewey	1,000,000	1.00	.52½	.50½
Buffalo Mines Co.	900,000	1.00	2.50	1.50
McKinley-Darragh-Savage Mines	2,000,000	1.00	.85	.70
Cobalt Silver Queen.. ...	1,500,000	1.00	.92	.88
Green-Meehan Mining Co...	1,500,000	1.00	.15	.10
Coniagas	4,000,000	5.00	4.10	3.90
Kerr Lake Mining Co. ...	3,000,000	5.00	3.50	2.50
University Mines	1,000,000	10.00	3.00	1.50
Nipissing Mines Co. ..	6,000,000	5.00	6.37	6.00

RAILWAY EARNINGS AND EXPENSES FOR MONTH OF JANUARY.

RAILWAY.	1908	1907
Canadian Pacific.		
Gross Earnings...	$4,499,000	$4,206,000
Working Expenses	$3,875,000	$3,658,000
Net Earnings... ...	$624,000	$ 548,000
Grand Trunk.		
Gross Receipts	£437,300	£517,200
Working Expenses	£400,000	£399,100
Net Profit	£37,300	£118,100
Canada Atlantic.		
Gross Receipts	£25,300	£25,700
Working Expenses	£28,900	£29,500
Dr.	£ 3,600	£ 3,800
Grand Trunk Western.		
Gross Receipts	£85,830	£92,500
Working Expenses	£83,500	£84,700
Net Profit	£ 2,300	£ 7,800
Detroit Grand Haven and Milwaukee.		
Gross Receipts	£29,000	£30,400
Working Expenses	£24,300	£26,000
Net Profit	£ 4,700	£ 4,400

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CANADIAN SECURITIES.

LATEST PRICES IN MONTREAL AND TORONTO.

BANKS.	Paid	Price per Share per $100.*
Bank of Brit. North America ...	£50	145
Bank of Hamilton	$100	190.192
Bank of Montreal	100	237
Bank of New Brunswick ...	100	270.275
Bank of Nova Scotia	100	275.280
Bank of Ottawa...	100	212.215
Bank of Toronto	100	207
Banque d'Hochelaga	100	134.136
Banque Nationale	30	120.125
Canadian Bank of Commerce...	50	164
Dominion Bank...	50	225
Eastern Townships Bank ...	50	151.155
Imperial Bank of Canada ...	100	210
Merchants' Bank of Canada ...	100	155.158
Metropolitan Bank	100	192.194
Molson's Bank	100	197½.200
Quebec Bank	20	122.123¾
Royal Bank of Canada... ...	100	221.224
Standard Bank of Canada ...	50	215.220
Traders' Bank of Canada ...	100	121½.123
Union Bank of Canada ...	100	123.125
Union Bank of Halifax ...	50	178.182

LOAN COMPANIES.		
Agricultural Savings and Loan	50	119.121
British Columbia Permanent Loan and Savings	100	—
Canada Landed and National Investment	50	120½.122
Canada Permanent Mortgage ...	10	122
Canadian Savings and Loan ...	50	—
Cent. Canada Loan & Savings..	100	160.165
Dom. Savings and Investment	50	70.72
Hamilton Provident and Loan	100	118.120
Huron & Erie Loan & Savings..	50	175¾.179
Imperial Loan and Investment	100	71.74
Landed Banking and Loan ..	100	121.124
London & Can. Loan & Agency	50	98.100
London Loan	50	116.118
Montreal Loan and Mortgage...	25	134.140
National Trust of Ontario ...	100	148.150
Ontario Loan and Debenture ...	50	128.131
Real Estate Loan and Debenture	40	85.87
Toronto General Trusts ...	100	145.150
Toronto Mortgage	50	105.107
Toronto Savings and Loan ...	100	110.112

INSURANCE.		
British America	50	95.97
Canada Life	400	167.170
Confederation Life	10	270.280
Imperial Life	45	140.150
Sun Life of Canada	15	413.417
Union Life	100	150.155
Western	20	78.80

RAILWAYS, TRAMWAYS, LIGHT, AND POWER.		
Canadian General Electric ...	100	97
Consumer's Gas, Toronto ...	50	190
Electric Development of Ontario	100	23
Do. 5% Bonds	100	—
Halifax Electric Tramway ...	100	97
Hamilton Cataract Power, Light, and Traction	100	—
Havana Electric Railway ...	100	23
Do. 6% Preferred... ...	100	67
London Electric...	100	—
London Street Railway ...	40	—
Montreal Street Railway ...	50	175¾
do. do. 4% Bonds	100	85.97
Ottawa Electric Railway ...	100	—
St. John Railway	100	—
Toronto Electric Light... ...	100	110
Toronto Railway	100	101
Trinidad Railway	100	—
Twin City Rapid Transit ...	100	80¼.80¾
Winnipeg Electric St. Railway	100	136

MINING SHARES QUOTED ON THE LONDON MARKET.			
B.C. Development	1	⅛	1
Le Roi	5	⅜	⅞
Le Roi No 2	5	1⅛	1½
New Nimrod	1	—	—
Tyee Copper	1	⅜	½
Ymir...	1	—	—
Casey Cobalt	1	¼	⅜
Cobalt Townsite Silver... ...	1	¾	⅞

* In Canada to facilitate business the actual denomination of securities is generally ignored and stocks and shares are quoted at so much % on an assumed par value of $100.

IRON, COAL, AND STEEL, &c.	Paid.	Price per Share per $100.*
Cariboo Hydraulic Mining ...	1	—
Consolidated Mines	100	70.75
Crow's Nest Pass Coal	100	275
Dominion Coal	100	40
Do. 7% Preferred	100	89½.90
Do. 5% Bonds	100	92
Dominion Iron and Steel ...	100	15½
Do. 7% Preferred	100	56
Do. 5% Bonds	100	75
Intercolonial Coal Mining ...	100	79.81
Do. 7% Preferred	100	—
Montreal Steel Works	100	73.75¼
Do. 7% Preferred	100	93.95
Nova Scotia Steel and Coal ...	100	59¾
Do. 8% Preferred	100	108.110
Do. 6% Bonds	100	100½.102

MISCELLANEOUS.		
Bell Telephone	100	130
Do. 5% Bonds	100	103.105
Canada North-West Land ...	25	—
Do. 6% Preferred	60	—
Canadian Coloured Cotton Mills	100	49.53
Do. 6% Bonds	100	96.100
Canadian Salt 7% Preferred ...	100	—
Dominion Telegraph	50	100.102
Dominion Textile 7% Preference	—	79.81
Do. 6% Bonds, Series "A"	—	86.88
Dunlop Tyre 7% Preference ...	100	—
Lake of the Woods Milling ...	100	77½
Do. 7% Preferred	100	104xd
Do. 6% Bonds	100	103
Laurentide Paper	100	89
Do. 7% Preferred	100	108½
Do. 6% Bonds	100	105.110
Montreal Cotton	100	110.118
Montreal Telegraph	40	145.148
Niagara Navigation	100	108.110
Northern Navigation	100	84.86
Ogilvie Flour Mills	100	250
Do. 7% Preferred	100	115
Do. 6% Bonds	100	110
Ontario and Qu'Appelle Land...	40	100.105
Richelieu & Ontario Navigation	100	64.65
Rogers, W. A., 7% Preferred ...	100	—
St. Lawrence & Chicago Navigation	100	112.116

*CANADIAN SOUTH AMERICAN SECURITIES.	Paid.	Prices.
Havana Electric Railway 5% Bonds	$1,000	80.85 nom.
Mexican Light and Power 5% Bonds	$500	84.85
Do. do. Shares	$100	50½.51½
Mexican Electric Light 5% Bonds	$500	76¼.77¼%
Mexico Tramways 5% Bonds...	$500	82½.83½%xd
Do. do. Shares...	£100	71¼.73¼
Port of Para 5% Bonds ...	£100	81.84
Rio de Janeiro Tram, Light and Power 5% Bonds ...	$500	77¼.78
Do. do. do. Shares	£100	32⅝.33½
Sao Paulo Tram, Light and Power 5% Bonds	$500	96¼.97¼%
Do. do. do. Shares	£100	123.125

*As supplied by Messrs. Dunn, Fischer & Co., 41, Threadneedle Street, E.C.

Public Notices.

THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

Notice is hereby given that the Ordinary General Half-yearly Meeting of the Grand Trunk Railway Company of Canada will be held at the City Terminus Hotel, Cannon Street, London, E.C., on Thursday, the 9th day of April, 1908, at 12 o'clock noon precisely, for the purpose of receiving a report from the Directors, for the election of Directors and Auditors, and for the transaction of other business of the Company.

Notice is also given that the Transfer Books of the Company in London will be closed from Monday, the 9th day of March to the day of Meeting, both days inclusive.

By Order,
C. RIVERS WILSON, President.
H. H. NORMAN, Secretary.

Dashwood House,
9, New Broad Street, London, E.C.,
28th February, 1908.

THE BANK OF BRITISH NORTH AMERICA.

INCORPORATED BY ROYAL CHARTER.

The Court of Directors Hereby Give Notice that a dividend of 30s. per share, and a bonus of 10s. per share, will be paid, free of Income Tax, on the 3rd April next, to the Proprietors of shares registered in this country, making Seven per Cent. for the year ended 31st December, 1907.

No Transfers can be made between the 20th March and the 3rd April, as the Books must be closed during that period.

By Order of the Court,
A. G. WALLIS.
Secretary.

5, Gracechurch Street, London, E.C.,
3rd March, 1908.

Winnipeg Electric Railway.—The gross earnings for 1907 are reported as $1,722,406, or $306,101 in excess of 1906. It is stated that over 20,000,000 passengers were carried last year, as compared with 17,229.554 in the preceding year. Eighteen miles of new track were constructed.

The Electrical Development Co. of Ontario, Ltd.—The Canadian Agency have stated in a recent Circular that negotiations are practically complete for transferring the control of the Electrical Development Co. to the Toronto Railway Co., or rather its subsidiary known as the Toronto and York Radial Railway Co. It is proposed that the latter company will issue bonds to be guaranteed by the Toronto Railway Co., which will pay off the Electrical Development Co.'s floating debt and furnish a working capital. Common Stock of the Electrical Development Co. will be transferred to the Toronto Railway Co. sufficient to assure it the control. English investors in the Electrical Development Co. have reason to be well pleased with this arrangement. The Toronto Railway Co.'s credit is of the best, and its President—Mr. Wm. Mackenzie—will be the principal factor in the Electrical Development Co. The daily press are now suggesting all manners of wide-reaching developments proceeding from the transaction, including the electrification of the Grand Trunk Railway Ontario lines. An obvious result would be the utilisation of the Electrical Development Co.'s right-of-way between Toronto and Niagara Falls for the Canadian Northern Railway, of which Mr. Wm. Mackenzie is also President.

PORTO RICO RAILWAYS COMPANY, Limited.

Comparative Statement of Earnings of Constituent Companies for 1905, 1906 & 1907.

	1905	1906	1907	Inc. 1907 over 1906	Per-cent.	Inc. 1907 over 1905	Per-cent.
Gross Earnings	264,361.82	298,802.77	349,868.44	51,065.67	17.10	85,506.62	32.34
Operating Expenses	188,959.41	199,648.32	206,301.22	6 652.90	3.33	17,341.71	9.17
Net Earnings from Operation	75,402.31	99,154.45	143,567.22	44,412.77	44.79	68,164.91	90.40
Fixed Charges	30,504.40	52,297.25	50,305.76	*1,991.49	*3.80	10,711.36	27.05
Balance	35,897.91	46,857.20	93,261.46	46,404.26	99.03	57,453.55	160.45
Sinking Fund	4,416.63	4,916.59	X833.33	*4,083.26		*3,583.30	
Net Income	31,391.28	41,940.61	92,428.13	50,487.52	120.37	61,036.85	194.44
Per Cent. of Operating Expenses to Gross Earnings	71.48	66.81	58.96	*7.85		*12.52	
Per Cent. of Increase in operating expenses to increase in gross earnings..				13.03		20.28	

X For two months only. Subsequently terminated. . Decreases shown by *

In 1908 the Comerio Water Power and the Caguas line, about eighteen miles in length, will come into operation. Neither of these properties are represented in the earnings of 1907.

Montreal, January 28th, 1908. F. C. CLARKE, Secretary.

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The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $5,000,000 (£1,027,397).**

President—B. E. WALKER. **HEAD OFFICE—TORONTO.** General Manager—ALEX. LAIRD.

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook	Kamloops	New Westminster	Vancouver (3 offices)
Creston	Ladysmith	Penticton	Victoria
Dawson	Mission City	Prince Rupert	White Horse
Fernie	Nanaimo	Princeton	
Greenwood	Nelson		

WESTERN PROVINCES

Bawlf	Hardisty	Melfort	Saskatoon
Brandon	High River	Moose Jaw	Stavely
Calgary	Humboldt	Moosomin	Stony Plain
Canora	Innisfail	Nanton	Strathcona
Carman	Innisfree	Neepawa	Swan River
Claresholm	Kamsack	Nokomis	Treherne
Crossfield	Kenville	N'th Battleford	Vegreville
Dauphin	Kinistino	Norwood	Vermilion
Drinkwater	Langham	Pincher Creek	Vonda
Durban	Lanigan	Ponoka	Wadena
Edmonton	Lashburn	Portage la Prairie	Watson
Elgin	Leavings	Prince Albert	Wetaskiwin
Elkhorn	Lethbridge	Radisson	Weyburn
Gilbert Plains	Lloydminster	Red Deer	Winnipeg (8 offices)
Gleichen	Macleod	Regina	Yellowgrass
Grandview	Medicine Hat		

ONTARIO AND QUEBEC

Ayr	Fort Frances	Ottawa (2 offices)	Simcoe
Barrie	Fort William	Paris	Stratford
Belleville	Galt	Parkhill	Strathroy
Berlin	Goderich	Parry Sound	Toronto (10 offices)
Blenheim	Guelph	Peterboro'	Toronto Junction
Brantford	Hamilton	Port Arthur	Walkerton
Cayuga	Kingston	Port Perry	Walkerville
Chatham	Latchford	Quebec	Waterloo
Cobalt	Lindsay	Rainy River	Wiarton
Collingwood	London	St. Catharines	Windsor
De Lorimier	Montreal (2 offices)	Sarnia	Wingham
Dresden	Orangeville	Sault Ste. Marie	Woodstock
Dundas		Seaforth	
Dunnville			

MARITIME PROVINCES

Alberton	Charlottetown	Parrsboro'	Summerside
Amherst	Halifax	St. John	Sydney, C.B.
Antigonish	Middleton	Shelburne	Truro
Barrington	Montague	Souris	Windsor
Bridgewater	New Glasgow	Springhill	

IN THE UNITED STATES

New York Portland, Ore. San Francisco (2 offices) Seattle Skagway

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. S. CAMERON ALEXANDER, *Manager.*

Agents in Scotland—**Bank of Scotland.** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the North-West Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 460,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.
A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL
H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.	Halifax, N.S.	Quebec, Que.
Ashcroft, B.C.	Hamilton, Ont.	Reston, Man.
Battleford, Sask.	,, Barton St.	Rossland, B.C.
Belmont, Man.	,, Victoria Ave.	Rosthern, Sask.
Bobcaygeon, Ont.	Hedley, B.C.	St. John, N.B.
Brandon, Man.	Kaslo, B.C.	,, Union St.
Brantford, Ont.	Kingston, Ont.	Toronto, Ont.
Cainsville, Ont.	Levis, P.Q.	,, King and Dufferin Sts.
Calgary, Alta.	London, Ont.	,, Bloor St. and Lansdowne Ave.
Campbellford, Ont.	,, Market Square.	
Darlingford, Man.	,, Hamilton Road.	
Davidson, Sask.	Longueuil, P.Q.	
Dawson, Yukon Dist.	Midland, Ont.	Toronto Jct., Ont.
Duck Lake, Sask.	Montreal, P.Q.	Trail, B.C.
Duncans, B.C.	,, St. Catherine St.	Vancouver, B.C.
Estevan, Sask.	N. Vancouver, B.C.	Victoria, B.C.
Fenelon Falls, Ont.	North Battleford, Sask.	Weston, Ont.
Fredericton, N.B.	Oak River, Man.	Winnipeg, Man.
Greenwood, B.C.	Ottawa, Ont.	Yorkton, Sask.

AGENCIES IN THE UNITED STATES.

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

THE DOMINION BANK.

HEAD OFFICE: TORONTO,

Capital, Paid Up	**$3,800,000**
Reserve Fund and Undivided Profits.	**5,000,000**
Deposits by the Public	**34,000,000**
Total Assets	**48,000,000**

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and **Commercial Letters** of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

THE

BANK OF OTTAWA.

Capital, $3,000,000.
Rest and Undivided Profits, $3,144,020.
ASSETS, over $31,000,000.

President, GEORGE HAY. Vice-President, DAVID MACLAREN.
General Manager, GEORGE BURN.

SIXTY BRANCHES IN CANADA.

Correspondents throughout the World.

Agents in Great Britain: PARR'S BANK, LIMITED.

The financial strength and careful management of this institution, which has been established since 1874, warrant your confidence.

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BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,260,274 Sterling. Undivided Profits, £143,830 0 0

BOARD OF DIRECTORS.

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Hon. Sir GEO. A. DRUMMOND, K.C.M.G., *President.* E. S. CLOUSTON, Esq., *Vice-President.*
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Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
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Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
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Charlottetown, P.E.I.
Chatham, N.B.
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Edmonton, Alta.
Edmundston, N.B.
Eglinton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Guelph, Ont.
HALIFAX, N.S.
and Sub-Branch,
,, North End.
HAMILTON, Ont.
,, Sherman Avenue.
Hartland, N.B.
Holstein, Ont.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lake Megantic, Que.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat, Alta.
Millbrook, Ont.
Moncton, N.B.
MONTREAL, Que.,
and Sub-Branches.
,, Hochelaga.
,, Papineau Avenue.
Point St. Charles.
,, St. Henri.
,, Seigneurs Street.
,, Westmount.
,, S. Anne de Bellevue
,, West End
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
Nicola, B.C.
Oakville, Man.
OTTAWA, Ont.,
and Sub-Branches.
,, Bank St. and Hull.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Port Arthur, Ont.
Portage La Prairie, Man.
Port Hood, N.S.
Port Hope, Ont.

QUEBEC,
and Sub-Branches.
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,, Upper Town.
Queensville, Ont.
Raymond, Alta.
Regina, Sask.
Rossland, B.C.
Rosenfeld, Man.
St. John, N.B.
S. Mary's, Ont.
Sarnia, Ont.
Saskatoon.
Sawyerville, Que.
Shediac, N.B.
Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
TORONTO, Ont.,
and Sub-Branches.
,, Carlton and
Dundas Streets.
,, Queen Street.
,, Richmond Street.
,, Yonge Street.
Trenton, Ont.
Tweed, Ont.
Vancouver, B.C.
Sub-Branch, West-
minster Avenue.
Vernon, B.C.
Victoria, B.C.
Wallaceburg, Ont.
Warsaw, Ont.
Waterford, Ont.
WINNIPEG, Man.,
and Sub-Branches.
,, Fort Rouge.
,, Logan Avenue.
Wolfville, N.S.
Woodstock, N.B.
Yarmouth, N.S.

In Newfoundland
Birchy Cove.
St. John's.

In United States.
NEW YORK,
31, Pine Street.
CHICAGO,
Cor: La Salle and
Monroe Street.
SPOKANE,
State of Washington

In Mexico.
CITY OF MEXICO.

Correspondence in United States.

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PHILADELPHIA—Bank of North America. SAN FRANCISCO—First National Bank of San Francisco.

LONDON OFFICE - - - - - 47, THREADNEEDLE STREET, E.C.

London Committee:—RT. HON. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., THOMAS SKINNER, Esq.,
FREDK. W. TAYLOR, *Manager.* H. HAYLOCK, *Assistant Manager.*

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

Sterling and Currency Drafts and Cable Transfers issued. Bills, Dividend Cheques and Coupons purchased or sent for Collection. Orders for purchase and sale of Canadian and United States Securities executed, and other Monetary business undertaken in connection with Canada, Newfoundland and the United States.

THE

MOLSONS BANK.

Incorporated 1855.

Capital, paid up £690,146 - $3,360,170
Reserve Fund £690,446 - $3,360,170

Head Office, Montreal.

65 Branches throughout Canada.

LONDON AGENTS—Parr's Bank, Limited.

Collections made in all parts of Canada and United States.

THE ROYAL BANK OF CANADA

CAPITAL PAID UP - $3,900,000 RESERVE - $4,390,000

Head Office - - - MONTREAL.
86 Branches in Canada.
9 Branches in Cuba.

Branches in Newfoundland and Porto Rico. Agency in New York City.

CORRESPONDENCE INVITED FROM BUSINESS FIRMS, OR INDIVIDUALS, CONTEMPLATING ESTABLISHMENT IN CANADA.

Correspondents in Great Britain:—
BANK OF SCOTLAND, London & Branches.

THE MERCHANTS' BANK OF CANADA

Established - 1864

Capital Paid Up, $6,000,000 Reserve Fund and Undivided Profits, $4,267,400 (£876,864)

HEAD OFFICE—MONTREAL

SIR H. MONTAGU ALLAN, KT., *President.* JONATHAN HODGSON, ESQ., *Vice-President.*
E. F. HEBDEN, *General Manager.* T. E. MERRETT, *Supt. of Branches and Chief Inspector*

BRANCHES AND AGENCIES

ONTARIO

Acton
Alvinston
Athens
Belleville
Berlin
Bothwell
Brampton
Chatham
Chatsworth
Chesley
Creemore
Delta
Eganville
Elgin
Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Markdale
Meaford
Mildmay
Mitchell
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. George
St. Thomas
Tara
Thamesville
Tilbury
Toronto
Walkerton
Watford
West Lorne
Westport
Wheatley
Williamstown
Windsor
Yarker

Quebec

Montreal (Head Office) St. James St.
,, 1255 St. Catherine St. E.
,, 310 St. Catherine St. W.
,, 1330 St. Lawrence Boul.
,, Town of St. Louis
Beauharnois
Lachine
Quebec
,, St. Sauveur
Rigaud
Shawville
Sherbrooke
St. Jerome
St. Johns
St. Jovite

Manitoba

Brandon
Carberry
Gladstone
Griswold
Macgregor
Morris
Napinka
Neepawa
Oak Lake
Port'e la Prairie
Russell
Souris
Winnipeg

Alberta

Calgary
Camrose
Carstairs
Daysland
Edmonton
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Lacombe
Leduc
Lethbridge
Medicine Hat
Olds
Red Deer
Sedgewick
Stettler
Tofield
Vegreville
Wetaskiwin

Saskatchewan

Arcola
Carnduff
Gainsborough
Maple Creek
Oxbow
Whitewood

British Columbia

Vancouver
Victoria

AGENCY IN UNITED STATES—NEW YORK, 63 & 65, Wall Street. W. M. RAMSAY, Agent.

INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 119 Branches of THE MERCHANTS' BANK OF CANADA.

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Banking, Insurance and Finance.

Trust and Mortgage Co.s' Results. Remembering the important functions fulfilled by Trust and Mortgage Companies in the Dominion, special interest attaches to the reports recently presented. An analysis of the various statements published shows that, in spite of the exceptional financial stringency which characterised the year 1907, the companies have done very well. With the report of the Canada Permanent Mortgage Corporation—one of the most prominent Canadian companies engaged in this class of business—we dealt fully in our issue of February 22. The Toronto General Trusts Corporation has paid 7½ per cent., and booked $3,952,831 of new business during the year. The Montreal Trust and Deposit Company shows a general increase in the business of all departments, earned $47,329 of net profits, and the stock was placed on a 6 per cent. dividend basis. The eleventh annual financial statement of the Trusts and Guarantee Company shows net profits $86,009. The assets have risen over $1,000,000 to $4,830,482, and the Trust Funds figure at $2,636,434. Two half-yearly dividends at the rate of 6 per cent. per annum were declared. The British Columbia Permanent Loan and Savings Company's permanent paid-up capital has been increased $100,000, and the Reserve Fund $50,000, the total assets being $2,058,418, in contrast with $1,871,864 last year. The directors, who have declared a 9 per cent. dividend on class "A" Permanent stock, and have credited the usual dividends to the other classes, intend to issue the remaining 1,000 shares of class "A" at an early date. The London Loan and Savings Company earned $104,575—including $1,162 brought in from 1906—paid 6 per cent. in dividends, and carried forward $1,509. The Huron and Erie's annual statement shows net profits of $237,872. Dividends of 9 per cent. have been declared, $10,000 transferred to building account, and $55,000 to the reserve fund, which now amounts to $1,655,000. Including $4,121 brought forward, the net profits of the Canada Landed and National Investment Company were $131,154. Dividends at 7 per cent. absorbed $70,280, and $50,000 was added to reserve, raising the total of that account to $555,000. The National Trust earned net profits of $133,828. The sum of $70,000 was distributed to the stockholders in dividends, and $50,000 carried to reserve fund, making it $500,000.

* * *

Montreal Cotton Figures. According to latest advices from Montreal, the attempt to merge the Montreal Cotton Company in the Dominion Textile Company has been abandoned. It is quite evident from the proceedings at the annual meeting that the boards of the two concerns are now working in harmony, for it was Mr. David Yuile, the president of the Textile Company, who proposed the re-election of the board of the Montreal Company. We understand that Messrs. H. S. Holt, and J. P. Black, directors of the Textile board, have been elected to similar positions on the directorate of the Montreal concern. The annual statement presented by the latter company shows total sales of $2,942,000, as compared with $2,615,000 in the preceding year. The net earnings, which are given as $454,200, afford ample justification for the sanguine expectations indulged in by Mr. Ewing last year in reviewing the record of 1906, and the prospects for 1907. At the recent meeting the shareholders authorised the issue of $2,000,000 in bonds, half of which are to be placed immediately—but whether in London or Canada is a little uncertain—and the proceeds of which will partly be used in the repayment of the bonds falling due for redemption this year. The total authorised capital stock of this leading Canadian Textile concern is $4,000,000, in $100 shares, $3,000,000 of which has been issued and paid up. For 1904, 9 per cent. was distributed, but the dividends since then have been on a 7 per cent. basis until recently, when the distribution was increased to 8 per cent. The price of the Common stock has fluctuated somewhat widely during the decennial period 1899-1908. In the former year the price was as high as 165; by 1904 it had shrunk to 96, followed by a rebound in the following year to 136. Last year saw a sharp set-back to 103, in sympathy with general market conditions, but there has been a recovery this year to about 110, at which price on an 8 per cent. dividend basis the yield to the investor works out at 7.27 per cent.

* * *

Trade Conditions and Railway Earnings. The January revenue return of the Grand Trunk Railway Company produced a sensation in the Stock Exchange, and was the signal for a heavy fall in prices, in which the Second and Third Preference especially suffered, the net fall on the day the statement was made public being respectively 5 and 4½ points, the Ordinary breaking to 14⅝. The market had gone for a decrease of about £25,000, but when it was found that the net decline in revenue amounted to no less than £85,800, there was general consternation, and stocks were heavily pressed for sale, especially from the North, where a considerable speculative account exists. Bad, however, as are the results achieved for the first month of 1908, they will not come wholly as a surprise to careful observers of developments in Canada and the United States. They are, indeed, indicative of the admitted slackening of trade in Canada. It should also be borne in mind that the Grand Trunk Company does a very considerable business between Detroit and Chicago, so that it would naturally be materially affected by trade developments over the border. The Company is operating in the Eastern part of Canada, where the slackening of trade is probably most pronounced, because it is the manufacturing section of the Dominion. There are no factories in the West, and as the wheat crop was smaller last season there must necessarily be less freight from Western points, as well as the falling off in the Eastern part of the country to contend with. The Grand Trunk, it should be noted, is operating almost entirely in the manufacturing division of the Dominion, and cannot at present obtain any material benefit from its western business. That its revenue should reflect general conditions in the area it principally draws its revenue from is therefore quite natural, unpleasant as it may be for speculators in its stocks. The C.P.R. statement did not please the market any better really than did the Trunk return. It showed a net increase, it is true, of $76,000, but as the January earnings compare with a heavy falling off a year ago, operators had expected a much better showing than that actually announced. It is worth noting that the C.P.R., operating as it does from ocean to ocean, is less dependent upon trade conditions in the east, its revenue from the north-west helping to compensate for any falling off in its eastern traffics. But that it has fared no better, comparatively speaking, than the Grand Trunk system the statement just published conclusively proves.

* * *

Canadian Market Prospects. Whilst there is apparently little or no prospects of the Canadian Markets being able to secure emancipation from the malevolent influence of Wall Street during the present year, it is cheerful to note that recently both Toronto and Montreal have enjoyed comparative immunity from the adverse developments in the neighbouring republic. Indeed, the Canadian exchanges have exhibited quite welcome vitality, which, if largely "spotty" in character, is none the less acceptable as a promise of a general recovery as the year progresses. This better tendency is all the more noticeable in view of the fact that trade in January afforded conclusive evidence of the reaction now in progress, and that money is still a very scarce commodity. The opinion, however, is very general in well-informed quarters that the trade reaction will prove to be short lived, a theory which is supported by the fact that the directors of several prominent Canadian industrial enterprises have not hesitated to rise their dividends to their stockholders where the results achieved during the past year have justified this course being adopted. Whilst it may be some time before the altered monetary conditions both in Europe and in the United States are reflected in Canada, there is every prospect of greater ease as the year progresses, and this will assuredly put a different complexion upon the Canadian Stock Markets, and should result in a general and material recovery in prices. We have repeatedly of late shown how disproportionate has been the fall in prices to commercial and financial developments in the Dominion, and the chart which we published last week emphasises this argument, for it shows that the average valuation of a group of representative securities, the dealings in which are for the most part confined to Toronto and Montreal, now stands at some 5 points below the average lowest quotation for the quinquennium 1903-1907, and exactly 20 points below the "mean" for the same period.

SEED GRAIN FOR WESTERN FARMERS.

Under the plan of co-operation which has been agreed upon between the Federal Government and the Provincial Governments of Saskatchewan and Alberta, whatever shortage in seed grain now exists among individual settlers will be fully met and the settlers everywhere assured of an ample supply of wheat, oats, and barley for their seeding operations. The grain is to be purchased under the direction of Mr. C. C. Cattle, of Winnipeg, the Dominion Warehouse Commissioner, at current prices, and the prices charged to homesteaders and to settlers will include all costs of cleaning, freight, etc., except the actual cost of the administration of the scheme, which is to be borne by the Dominion Government. This is another instance of the way in which the Government is fostering the industries of the Dominion, and doing its best to bring success within the reach of all its people.

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Weekly Reports from the Mining Districts.

"Canada" is supplied with the most accurate and reliable information from every point of importance in the Canadian Mining Districts by its own Special Correspondents.

COBALT.

The shipments during the week ending February 15 were:—

	Pounds.
Buffalo	63,750
Coniagas	65,440
Drummond	40,000
Kerr Lake	42,610
La Rose	59,390
McKinley-Darragh	386,420
Nipissing	64,200
O'Brien	130,750
Temis. and H. B.	66,000
Trethewey	115,080
Watts	61,700

The total shipments for the week were 967,640 pounds, or 483 tons. The total shipments from Jan. 1 to date are 4,159,232 pounds, or 2,079 tons.

A recent shipments of 34 tons from the Foster mine consisted half of high-grade and half of second-grade ore. The former will carry from 2,000 to 2,500 ounces of silver to the ton. Supt. John MacDonald keeps between 50 and 60 men constantly at work.

One hundred and seventy-five men are at work at the Nipissing. One hundred and fifty-five sacks of high-grade ore were taken out of the Kendall vein one day recently, and on an average 40 sacks are sent up every day. At the 97-foot level a vein of rich ore has been broken into which is six inches wide and carries at least 3,500 ounces of silver to the ton. The vein is on the south wall of the shaft, dipping slightly to the north.

The McKinley-Darragh Company is working on the southern extension of the Kendall and has shipped a lot of ore from it.

The building of the Cobalt Concentrators at the Nipissing is completed. A steam heating system has been installed. The different flats in the south end of the building will be used for crushing and roasting the ores and the north end will be used for separating. The machinery is now being installed.

ROSSLAND.

During the week ending February 8 the following shipments were made:—Centre Star, 3,107; Le Roi, 1,500; Le Roi No. 2, 743; Evening Star, 32; total, 5,382 tons.

The Evening Star is being worked on a small scale, while operations are about to be started to develop the California continuation of the Le Roi No. 2 vein running through the Annie.

BOUNDARY.

Shipments during the week ending February 8 were as follows:—Granby, 17,011; Sally, 23; total, 17,034 tons.

Ore has been shipped from the Snowshoe mine to the Trail smelter for fluxing purposes.

SLOCAN-KOOTENAY.

The following shipments were made from the district during the week ending February 8:—Sullivan, 600; St. Eugene, 329; Whitewater, milled, 280; Poorman, milled, 250; Queen 30; Queen, milled, 185; North Star 68; Vancouver, 21; Arlington, Erie, 41; Standard, 32; Richmond, 76; Nugget, 44; Emerald, 24; Maestro, 42; Granite, 40; Mollie Hughes 27; total, 2,089 tons.

The Granite and Poorman mines in the vicinity of Nelson are doing remarkably well, and have been shipping concentrates of exceptionally good value.

From Ainsworth comes the news of the attempted amalgamation of several properties under the Krao mine. This is a large deal, involving a heavy expenditure, but if the company is successfully floated its operations will make a big difference in one of the oldest camps in the silver lead districts. The financial part of the scheme is to form a company at a capitalisation of about $2,000,000, and to apportion to the owner of each of the properties a pro rata amount of the stock in payment for the claim according to the amount of development done. The claims concerned are Blackbird and Glengarry, alongside the Krao, and the Crow Fledgling, Fitch Fraction, Union, Last Chance, Crescent and Eden, lying in the order named between the Krao and Coffee creek.

THE YUKON.

The Guggenheims have taken up a pretty extensive plant, and the old process of operation by hand tools has been superseded by the dredging machinery which has been in operation in the beds of the more promising creeks, but that has been closed down for the winter. Experts who are at work seem confident that the goldfields will sustain a good population for some time. The Guggenheims have announced that they will employ over 2,000 men in development work this season.

IRON ORE DISCOVERED IN PORT ARTHUR.

The discovery of extensive deposits of brown hematite iron ore in the bog iron formation at English River, 129 miles west of Port Arthur, is reported. Assays show 51 to 67 per cent. iron. The property is within six miles of the new line of the Grand Trunk Pacific.

Smelter Receipts.

The following were the receipts of ore at the smelters during the week ending February 8:—

	Tons.
Granby	17,011
Consolidated Co., Trail	4,649
Le Roi, Northport	1,560
Marysville	675

Eight furnaces are now in full blast at the Granby smelter. Between 850 and 1,000 men are employed at both the mines and the smelter.

Mining Reports.

Crow's Nest Pass Coal Co., Ltd.—The output for the week ending February 14 was 21,651 tons, a daily average of 3,608.

Le Roi No. 2.—Josie Mine report for last month: — Shipped 2,450 tons; the net receipts are £9,719, being payment for 2,462 tons shipped, and £346, being payment for 69 tons concentrates; in all £10,065.

Natural gas has been discovered near Neepawa, Manitoba, in the Riding Mountains district.

ENGLAND'S PREMIER COBALT MINING CO.

A Denial from Mr. F. C. Loring.

Sir,—In the *Security Review* of 15th February, 1908, published in London in an article entitled: "England's Premier Cobalt Mining Company, Ltd., now a proved property: Report by Mr. A. J. King, one of the Directors." is the following statement:—

"Perhaps no stronger opinion could be quoted than that of Mr. J. Frank Loring, in support of the views held by our most conservative resident engineer—Mr. Foster—as to the value of England's Premier Cobalt Mining Company. Mr. Loring is one of the best-known mining engineers in the Cobalt Camp, lately connected with the Trethewey and other large properties. He stated to our engineer in charge that, 'If England's Premier does not turn out to be a big producer, he will be the most surprised man in Cobalt, as the formation and indications are identical with the best of the shipping mines.'"

In reply to this I desire to state that I have never at any time seen or been upon the ground of England's Premier Mine situated near Cobalt, consequently I have no opinion as to its merits or demerits. No one has authority or right to quote me in this regard. It naturally follows that I could not make or have not made any such statement as I am quoted as having made. Other than this, it is beyond all rules of professional or business courtesy to quote a man under any circumstances without his consent. The only opinion I have ever expressed regarding England's Premier Cobalt Mining Company was a criticism of a prospectus which was issued in London during 1907, and which was submitted to me for examination and criticism, and does not in any sense bear the construction conveyed in the article referred to.—Yours etc.,

FRANK C. LORING.

Mining Engineer.
Toronto, Canada.

Real Estate Notes.

Fort William.—Mr. C. H. Jackson, retiring president of the Board of Trade, in his valedictory address, said: "We have entered on what, in my opinion, will be one of the most eventful years in the history of this city. We have before us the benefits to be derived from the work of the Grand Trunk Pacific Railway, which will mean a source of revenue to all branches of business here. Work will be maintained on the harbour and railway improvements. We have well started work on our new electric railway, the Mount McKay and Kakabeka Falls Railway, which will open up new territory, and will be another very hopeful factor in inducing capital and business interests to this city as well as giving to our citizens the means of enjoying the attractions which the territory around us affords. We have now, as shown by the city assessor's rolls, 13,883 population, but a conservative estimate, taking into consideration the fact that this number was arrived at merely for assessment purposes and not for an accurate census return would give us a population of 15,000, an increase over last year of close to 4,000.

"Our board has now a membership of 153 members, an increase over last year of 63 members, thanks to the energies of our secretary.

"The new officers for 1908-9 are:—President, Mr. J. T. Horne; vice-president, Mr. C. W. Jarvis; treasurer, Mr. J. P. Kenny; secretary, Mr. S. M. Fisher (re-elected)."

Moose Jaw.—Messrs. Jones and Bunyard, architects of this city, state that they have already in preparation plans for permanent buildings which will aggregate a total expenditure of over $500,000 this season, including residences and business premises. The new court house will cost $50,000, and a collegiate institute and armoury are also contemplated. The extensions to the power-house, municipal improvements, the new fire hall, the new Catholic vicarage, etc., will run up well into another six figures.

The Canadian Pacific Railway will complete several lines which will benefit Moose Jaw, and work on the direct line to Edmonton will be prosecuted. The railway will also spend a large sum in extending their buildings here, and an up-to-date hotel is spoken of.

As soon as the Canadian Northern Railway strikes west of Regina, the city of Moose Jaw will be its first objective point, and it is therefore fairly safe to prophesy that within a twelvemonth Canadian Northern Railway trains will be running into this city.

With these facts and possibilities before us, there is every justification for the spirit of optimism that permeates our city, and for the plans that our business men are making for a prosperous and progressive 1908.

Kamloops.—It is announced here that the British Columbia Development Association, C. H. Wilkinson, of London, England, being one of the principals, are laying out large areas for irrigation and productivity. Conditions are exceedingly favourable in the Okanagan and through the Nicola and Similkameen. In the Slocan, attention is being diverted to fruit-growing where only mining was once thought of. The same in the Kootenay.

Vancouver.—Mr. G. F. Naden, M.P.P., ex-Mayor of Greenwood, B.C., who last summer spent several months travelling through the Bulkley, Nechaco, and Telkwa valleys in the north, states that the public ought to know that so much land had been taken up by purchase or scrip that it would be difficult for the settler to secure any near the proposed route of the Grand Trunk Pacific. He speaks well of the possibilities of the northern country, particularly in agricultural and dairying lines, and in mining.

Victoria.—Not by any means the least of the works which will engage the attention of Victorians will be the building of the new University school. This is just another instance of the faith of Victorians in their own city. Almost the whole of the necessary capital has been subscribed in this city, and work will commence almost immediately.

The general development of the Island will also redound to the benefit of Victoria. Already the contracts for the Alberni Railway construction are being let, and gangs are being made up to commence work at once.

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SPECIAL CANADIAN EDITION.

ENGINEERING AND MACHINERY

SPECIAL INFORMATION FOR CANADIAN BUYERS
REGARDING BRITISH STANDARD MANUFACTURES

THE DEVELOPMENT OF BRITISH-CANADIAN TRADE

British v. American Products.

A REPRESENTATIVE of *Canada* who has recently returned from his annual tour of the Dominion has some very encouraging observations to make regarding the growth of British trade in Canada. The object of this annual tour, besides being to observe the growth of trade, is to carefully examine into the openings that exist which can be enlarged by effort, and how best to remove or to circumvent the difficulties that in some cases certainly exist. As we have often pointed out, one of the chief difficulties under which British exporters to the Dominion labour is to ensure that the agents whom they appoint to push their goods and generally conserve their overseas interests are really in a position to be able to give them their best efforts, and that the interests entrusted to them may be their first care. It is to this end that the efforts of our Commissioner are principally applied.

The work of establishing so complete an organisation as is necessary to establish the position of *Canada* as an absolutely reliable guide in these matters is necessarily long and proportionately expensive, but the results that have been achieved already point to still greater success in the future. Compared with previous visits, our representative was most agreeably struck by the marked increase in the number of great Canadian mercantile houses who were now looking to Great Britain for a large part of their supplies. This is true in all lines, from the heaviest structural steel work to the many small lines of shelf hardware.

This goes far to show that not only is John Bull waking up to the fact that, despite the tariffs and American competition, a market of great present and enormous potential value is open to him in Canada, but that also the Canadian consumer is beginning to realise the greater relative value of British goods as compared with American. We may cite a case in point. For years the names of Shirley and Dietrich, Henry Disston and Sons, and other of the Great Canadian and American makers of saws, have been household words throughout Canada, and their goods have held the market securely. In the spring of 1907 a leading member of a great Sheffield firm of wood-working machinery manufacturers was induced by a representative of *Canada* to visit the Dominion with the object of seeing for himself if an opportunity existed for extending his firm's trade in that direction. This experiment was most reluctantly entered upon, but was productive of most valuable results. Orders were booked both in the Eastern Provinces and also in British Columbia which far more than paid the expenses of the tour, and his customers, when visited later in the season by the special Commissioner of *Canada*, declared themselves so well satisfied with their trial order that in future they intended to use none other than British saws.

Again, a well-known North of England firm manufacturing high-speed lathes were approached two years ago in a similar manner. They, too, were most doubtful of the expediency of making what appeared to them a great effort which might possibly only end in disappointment. They, however, consented to allow a great Montreal firm of manufacturers' agents to be approached on their behalf, and were most agreeably surprised to find themselves in almost immediate receipt of orders which proved to them the value of the field which they had hitherto refused to enter. They appointed this firm as agents, and, on our representative calling in Montreal to inquire what progress was being made, he learned to his great satisfaction that a constant and increasing trade was being built up.

We could cite many similar cases, and, before leaving the subject would like to mention that the Canadian agents of a large firm of British steel manufacturers, who were one of the earliest to obtain a footing in the Canadian market, assured our representative that during the past year the increase in their trade had been greater than in any previous year.

These are, of course, merely cases in point, but in all the larger centres visited, where formerly only American machinery and appliances were in use, or on view for sale in sale-rooms and warehouses, the British manufacturer is now on a more equal footing.

It is not only by the newly found enterprise of the Britisher that the American manufacturer's progress is being checked in this market which he has so long regarded as solely his by right of proximity, but the unsatisfactory experiences of municipalities and corporations who have placed large contracts, particularly for constructional iron and steel work, with their American neighbours, have also helped British trade.

We need go no further than to cite the case of a large Western municipality, who, although they were offered every convenience to inspect British machinery, placed a valuable contract for a destructor plant with an American firm, with the result that they only achieved total dissatisfaction, to bring many similar instances to the minds of our readers.

There is one point we have frequently dwelt upon in these columns, and the investigations of our representative confirm the necessity for our warnings. British manufacturers should be very chary from approaching as their Canadian agents individuals or firms who are already representing American manufacturers. Almost invariably the British interest suffers.

—**—

The Demand for Agricultural Motors.

ADVICE TO BRITISH MANUFACTURERS.

The latest evidence of the growing appreciation of the enduring power of British machinery is given in connection with the motor which is coming into extensive demand for use on the big farms of Canada. The breakdown of a stationary engine in a large manufacturing centre can easily be remedied, but the agricultural motor for ploughing, harrowing, binding, threshing, and hauling, which is rapidly displacing man and horse power, is mostly used hundreds of miles from repair shops, and it is the article which does its work with the minimum of accidents that the farmer, in particular, is asking for. British manufacturers will have an excellent opportunity of bringing their motor machines to the attention of many thousand representative farmers at the Winnipeg Industrial Exhibition, which is to be held next July. Prizes will be given for the best type of agricultural motor, and the competition will be open to the world. The Industrial Exhibition is taken very seriously by the practical farmer in Canada, and British manufacturers who are in earnest about extending their trade in the Dominion, would do well to follow the example of their United States competitors, who make elaborate machinery installations. At the latest annual Toronto Exhibition, which was attended by nearly a million visitors, the British manufacturer was conspicuous by his absence. He makes a great display at home exhibitions, which his foreign competitor is very careful to take a run over to attend, but where the actual buyers of motors, for mechanical purposes, are but little in evidence. The farmer of Ontario, Manitoba, Alberta, and Saskatchewan considers it a duty to travel a few hundred miles and spend a week at the nearest exhibition, where he can see the latest types of machinery which may be useful to him actually at work, but he cannot afford the time to cross the Atlantic to do so.

There was a period when Canadians were compelled to make economy in outlay their first consideration, and even deliberately to purchase machinery not built to stand wear and tear. Other improvements might be made by the time capital was less scarce with them. Now conditions are changing, and stability and endurance are becoming the first consideration, especially with the men who use machinery and yet live far away from manufacturing centres.

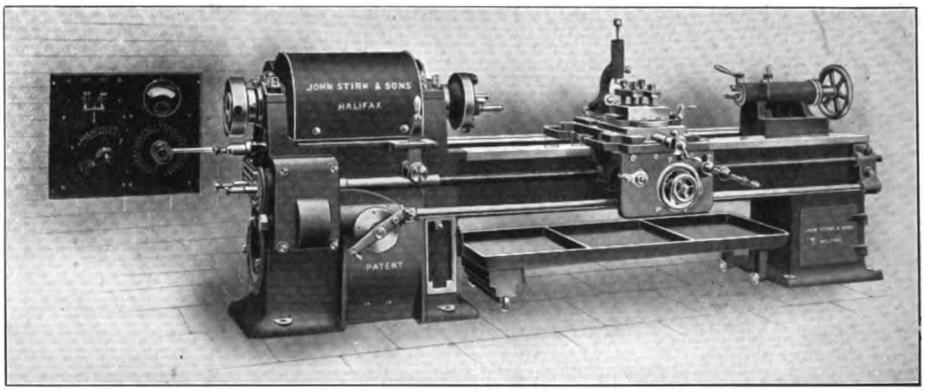
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(Established 1866.)

HIGH CLASS MACHINE TOOLS.

TOOLS OF ALL KINDS.



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Specialists in Electrically Driven Tools.

ANY WEIGHT UP TO 100 TONS.

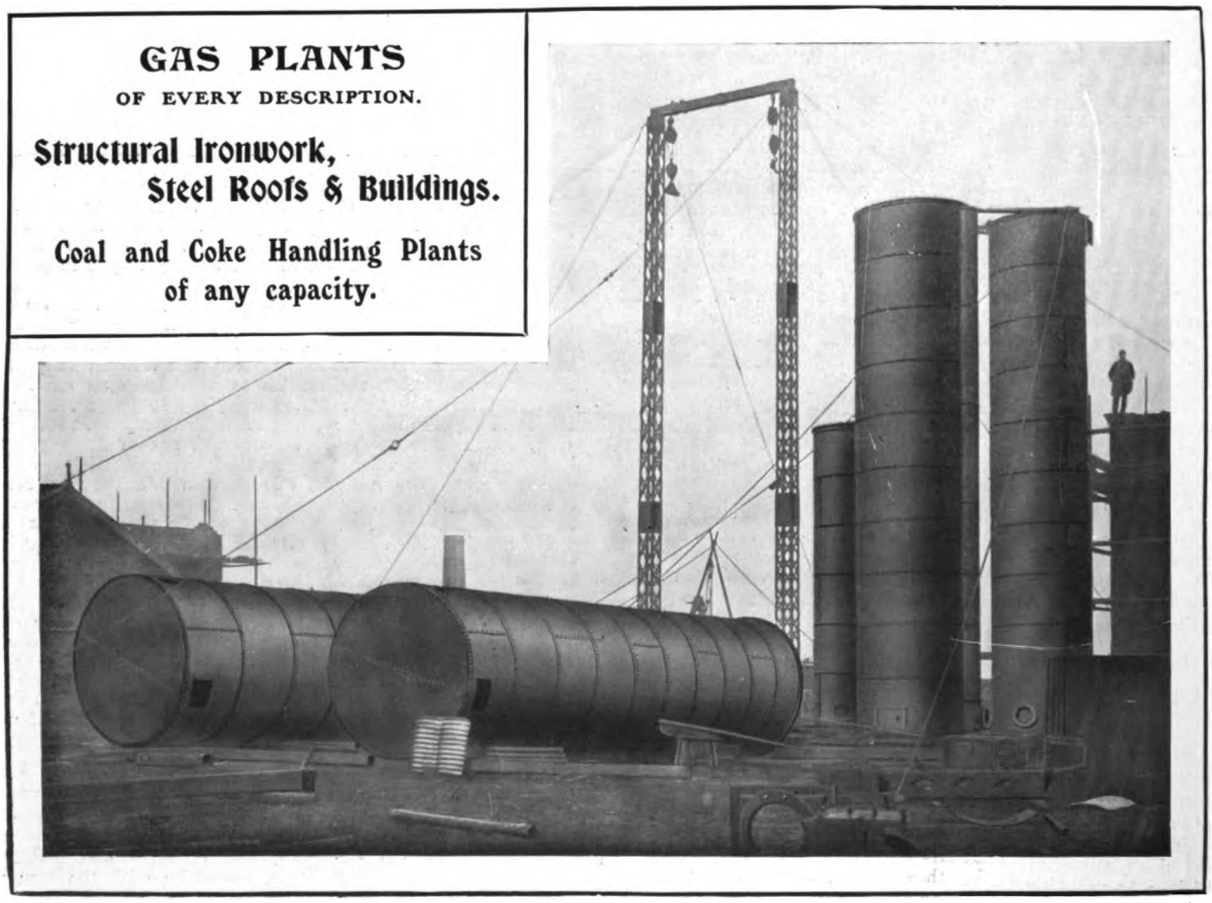
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Structural Ironwork, Steel Roofs & Buildings.

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A Famous Sheffield Steel Firm.

MESSRS. FLOCKTON, TOMPKIN & CO., LTD.

(Special to "Canada.")

IF excellent testimonials, a first-class home trade, and an enviable reputation for their productions in most of the foreign and Colonial markets, provide any criterion as to a firm's success, Messrs. Flockton, Tompkin, and Co., Limited, steel manufacturers, of Newhall Works, Sheffield, have indeed attained a prominent position in the forefront of the heavy trades of Sheffield. Like many another well-established firm, the concern can trace its history back at least a century, and since 1806, when Mr. Samuel Tompkin first gave a thought to steel manufacture, full advantage has been taken of the rapidly succeeding developments and scientific discoveries in that branch of industry. Mr. J. B. Tompkin, the present head of the firm, is a typical example of Sheffield's leading commercial men, and his expert knowledge of all things appertaining to metallurgy is the result of undivided attention given to the study of steel and its manufacture for many years. Few men in the industry are better fitted to hold the reins of a large and prosperous steel concern than he. Up to the year 1898 the firm had been conducted as a private limited company, Mr. Tompkin having as partners Mr. W. E. Flockton and Mr. A. E. Blackbird. In that year, however, upon the decease of these gentlemen, he invited those of his staff who so desired to take shares in the concern, and at the present time the firm is conducted as a semi-private company, with a Board of Directors numbering eight, and Mr. Tompkin as governing director. Mr. Tompkin has the able assistance of Mr. J. H. Willey as joint managing director, who has occupied a confidential position with the firm for a quarter of a century. The object of this arrangement has been to secure the intimate and personal attention of an official who by his long association with the trade is therefore intimately acquainted with the requirements of the numerous customers of the company. In the early days of the firm's history the works were situated in Attercliffe Road, but in a very short time they outgrew those premises and removed to more commodious buildings in Newhall Road, in close proximity to Messrs. Hadfields. Some years ago, owing to extensions being effected at the works of the latter firm, Messrs. Flockton and Tompkin, requiring still larger premises, sold these works to Messrs. Hadfield, and bought the present site in Burgess Road, where they erected extensive shops and forges, and installed the most modern machinery and appliances. The firm have all along retained their Attercliffe Road premises, which they devote exclusively to crucible steel melting, whilst in John Street, in another part of the city, they have a finely equipped file and hammer factory, which gives employment to a number of workpeople. They have also branch offices in London and Glasgow, where staffs are kept employed with correspondence. The headquarters of the firm are, of course, the Newhall Works, where are produced all the best grades of crucible steel, and where can any day be seen huge stacks of finished steel duly labelled in variously coloured bands denoting the different brands of the metal. It is from here that Messrs. Flockton, Tompkin and Co., Ltd., despatch their goods to customers all over the world. Their productions embrace steel for the engineering trades, boilermakers, shipbuilders, and various other heavy trades, to say nothing of their celebrated "Cat" brand air-hardening high-speed-tool steel, a specialty that has earned for them an enviable reputation the world over. One of the most important industries in which they have succeeded in securing a firm footing is that of mining, and there are few undertakings of this character that have been commenced in recent years in Canada that have not seen their special drill steel in use. Only a short time ago Messrs. Flockton and Tompkin dispatched nearly £1,200 worth of engineering steel in execution of an important South American contract, whilst during the past year many orders from the Dominion have received their prompt attention. Since the advent of "high-speed" steel, no makers have shown more enterprise in its development and perfection than Messrs. Flockton, Tompkin, and Co. For up-to-date high-speed machine tools, capable of taking heavy cuts, their "Cat" brand air-hardened high-speed-tool steel equals any on the market. It possesses all the advantages of ordinary self-hardening steel, together with certain new features which renders it quite unique, the most distinctive of which is its extremely fast cutting, quality, uniformity, and high efficiency.



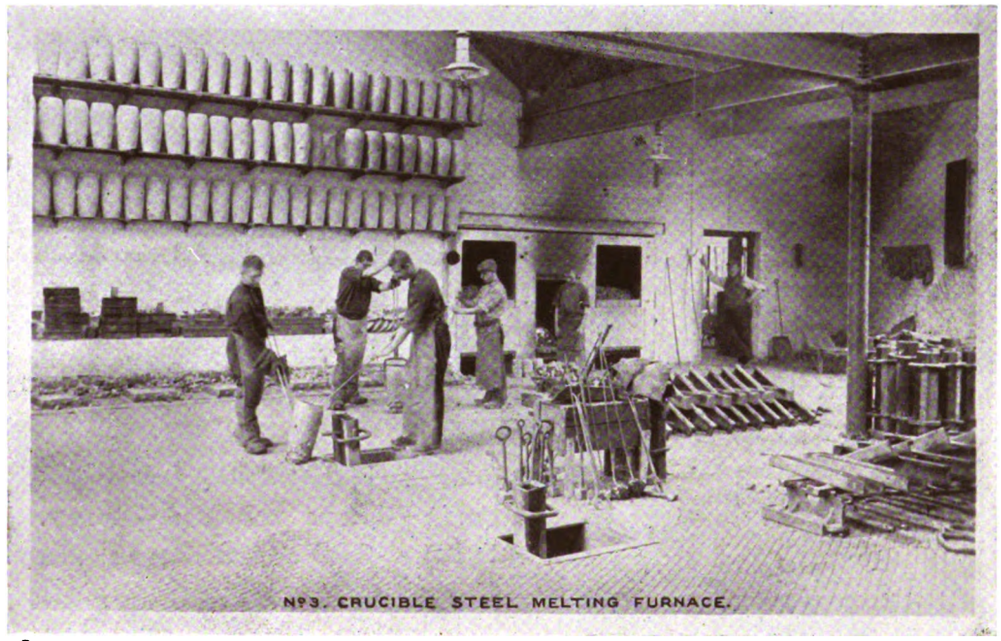
MR. J. B. TOMPKIN.

We might be excused if we here take advantage of quoting an example of the fast cutting of this well-known brand. In mild steel a hole 4⅛ in. diameter was driven 10 in. deep in ten minutes, a 3½-in. hole was driven 4 in. deep in two minutes, and in cast-iron a 1-in. hole was drilled 6 in. deep in one minute. The merits of the "Cat" brand are so universally known that it is hardly necessary to offer comment, but Messrs. Flockton, Tompkin, and Co. are often asked, "At what speed can you run tools made from your high-speed, air-hardening steel?" Their reply is always to the effect that it depends entirely on (1) the nature of the material to be cut; (2) the type of machine; (3) the power available for driving. They rightly guarantee, however, their specialty brand equal to any on the market.



CAT IN BOOTS
A WELL-KNOWN TRADE MARK.

The firm also pay direct attention to the production of crucible cast steel, and they have ever ready purchasers for any of their seven standard qualities. Great care is taken in selecting the carbon most suitable for special tool steel, due attention being paid to the various uses to which the metal is intended to be put, whether it be drilling, milling cutters, planing, turning, cold chisels, or what not. Each bar of steel produced by the firm bears a coloured label stating the purpose for which it is best adapted. A very superior quality of their crucible steel is their "Special Alloyed" water-hardening steel for turning, planing and drilling hard materials. Customers to the steel industry have long since recognised that the old practice of resting content with cheap steel is a myth, and that this policy is far more expensive in the end than buying the best quality production in the first place. In this connection Messrs. Flockton, Tompkin, and Co. have benefited decidedly during late years. To many customers, particularly in Canada, their various brands of steel are well known, and the strength, toughness, and general durability of their "Cat" brand for smiths' tools, boilermakers' snaps, and chisels is the nearest approach to perfection yet reached. No fewer than six brands of mining steel are produced by the firm, and each one has been thoroughly tested by strenuous use in most of the gold, silver, copper, tin, and iron mines of the world. Their "Thirlmere" brand for hard rock working, and "Cat" brand for miners' jumpers, are universally recognised for their particular uses, and tools made from this steel are guaranteed to wear without blemish at both ends. It is interesting to recall here that the name "Thirlmere" given to that particular brand is



No 3. CRUCIBLE STEEL MELTING FURNACE.

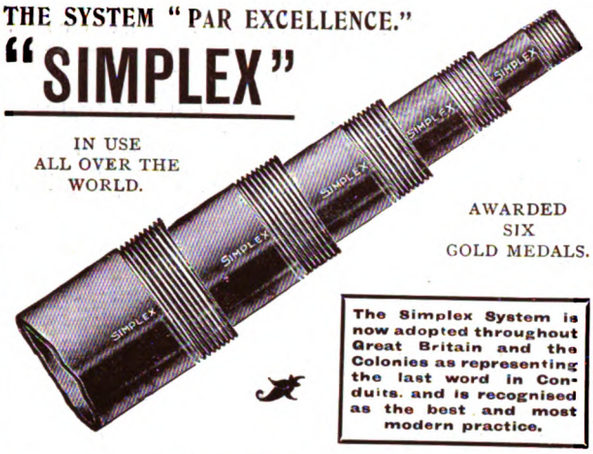
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for Interior Electric Wiring.

THE SYSTEM "PAR EXCELLENCE."

"SIMPLEX"

IN USE ALL OVER THE WORLD.



AWARDED SIX GOLD MEDALS.

The Simplex System is now adopted throughout Great Britain and the Colonies as representing the last word in Conduits, and is recognised as the best and most modern practice.

SEVERAL GRADES OF CONDUITS ARE MANUFACTURED FOR USE WITH A COMPLETE SET OF STANDARDISED ACCESSORIES TO SUIT ALL CLASSES OF INSTALLATIONS.

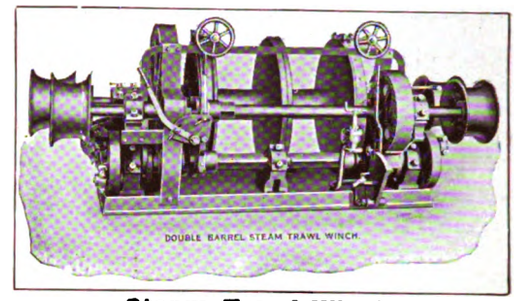
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SIMPLEX CONDUITS, LIMITED
Garrison Lane, Birmingham.

SOLE AGENTS FOR CANADA:

The Sheffield Canadian Engineering Co.
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CARGO -
TRAWLING - } Steam
HAULING - } Winches
WHIPPING -



Steam Trawl Winch.

STEERING GEAR
DECK CRANES - } Steam
CAPSTANS -
FEED PUMPS -

R. ROGER & CO., Ltd.,
Stockton-on-Tees, ENGLAND.

THE "STERLING" REFUSE DESTRUCTOR.

THE BEST STEAM RAISER.



Front View of Furnaces.
Capacity 200 Tons per Day.

ONE DESTRUCTOR IN ONE YEAR EVAPORATED 66,548,965 LBS. OF WATER FROM REFUSE ALONE.

Sole Agent for Canada—
The Sheffield Canadian Engineering Co.,
TORONTO.

ALL PARTICULARS FROM . .
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7, Arundel Street, Strand,
LONDON, W.C.

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HUGELING, LONDON.

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in itself a striking illustration of the excellence of the firm's productions. This brand of steel was the only one that could withstand the hard rock encountered during the execution of the Thirlmere Waterworks scheme for the Manchester Corporation some time ago.

Another important branch that has been enormously developed by Messrs. Flockton, Tompkin, and Co. during recent years is their high-speed twist drill manufacture. For several years past they have enjoyed a first-class demand for these productions, which are turned out in two distinct tempers—No. 1 Amber finish and No. 2 Bright finish. The former is specially tempered for boiler-makers, bridge builders, and all drills working mild steel, iron, and steel girders, etc., and the latter is exceptionally hard for iron and steel castings, cored holes, and harder metals.

A glance around the John Street file and hammer shops enables one to gather an adequate idea as to the perfection this important industry has reached. Here are produced Tompkin's special high-speed "101" steel files. The "101" brand steel is specially prepared and blended for turning very hard material, such as chilled wheels, tram and locomotive tyres, etc., and has been considerably perfected as the result of a long series of exhaustive experiments conducted by the company's own metallurgical chemists at their laboratories. From this steel Messrs. Flockton, Tompkin, and Co., Ltd., make their "101" steel files, a tool that is practically unbreakable, and an article that has been for some time past highly appreciated by Canadian customers. Files of all shapes and sizes and for all purposes are made by this firm, from the small taper saw file to the large flat file of 2 in. cut. Not the least important among their productions is a specially blended crucible cast steel for pneumatic tools, an absolutely reliable and practically indestructible steel. This steel is produced in all going sections, but the firm have found, after experimenting, that octagon gives by far the best results. The remarkable progress that has been made during the past few years in the manufacture of circular saws for various purposes has been so pronounced that it is a natural course of things for Messrs. Flockton, Tompkin to have held their own in this branch of industry. Their saws are made with the best cast steel, and are adaptable for various uses, cutting cold and hot steel, or the hard woods of the Canadian or Australian forests. A walk round the hammer forges of the firm would more than interest the casual outsider. Here a large body of men are kept fully employed continually turning out hammers of all sizes and shapes, from the large heavy mining and sledge-hammer down to the light engineer's tool. Many are the large consignments the firm turn out for foreign and colonial customers of these productions, a large staff of dispatch clerks being continually kept employed. Picks and shovels, important productions for Canada, are produced here also, and find ready customers throughout the markets of the world.

When a representative of *Canada* called upon Mr. Tompkin a few days ago, he found him in one of the forges of Newhall Works. Mr. Tompkin is in the prime of life, and pays unstinted attention personally to the various branches of his industry. He is a man who is always "on the spot" where the more urgent and important orders are in course of execution. Like most of the leading steel manufacturers in Sheffield, Mr. Tompkin is of the confirmed opinion that Canada offers ample scope for Sheffield productions, and that the markets of the Dominion simply require proper cultivation and development. "It is to the best interests," he said, "of all manufacturers engaged not only in the steel industry, but also other spheres of trade, to send their best productions to the Dominion and show the Canadians what good wares they have to sell, and I have not the slightest doubt foreign competition would soon be a non-existent quantity."



A CANADIAN MINING HERO.

The *London Gazette* states that the King has been pleased to allow Miss Margaret Jane Lamb, of Newcastle-on-Tyne, to receive the Edward Medal of the First Class in recognition of the gallant action of her brother, the late George Huddleston Lamb, who lost his life in endeavouring to save the lives of five men in a fire at the Strathcona Company's mine at Strathcona, in the province of Alberta, Canada, on June 8, 1907. There were two shafts in the mine, a hoisting shaft and an air shaft. The engineer of the mine awoke Lamb at about 11.25 p.m., when fire was discovered, and told him that there were five men in the mine. Lamb descended three times, once by the air shaft, and, having found the men, urged them to escape by a ladder, saying he would remain until they had ascended. One man made the attempt, but returned. Lamb himself then succeeded in reaching the surface, but his clothes were in flames, and he died shortly afterwards from the effects of his injuries. The others seem to have endeavoured to follow him, but failed, either because they were overcome by smoke, or because the ladder was burned.

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GENERAL VIEW OF DESTRUCTOR AND ELECTRICITY GENERATING STATION.

"HEENAN" PATENT REFUSE DESTRUCTOR, SEWAGE WORKS, SALTLEY, BIRMINGHAM.

Heenan Patent Refuse Dostructors.

THE MOST EFFICIENT DESTRUCTOR ON THE MARKET.

Plants erected and in course of construction in Canada, United States, Europe, Australasia, and Great Britain.

This Plant supplies Power to raise the Sewage of the City of Birmingham.

APPLY FOR PARTICULARS TO

WORKS: Structural Steel, NEWTON HEATH, MANCHESTER. Colliery Plant, Fans, etc., WORCESTER.

HEENAN & FROUDE, Ltd.,

4, CHAPEL WALKS, MANCHESTER.

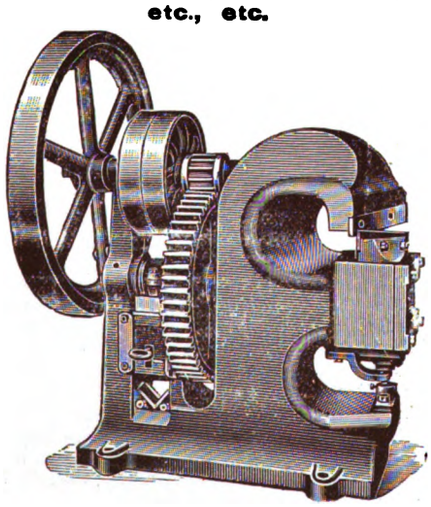
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SINGLE-ENDED PUNCHING AND SHEARING MACHINE, with Angle Iron Cutter.

Comprising Punching and Shearing Machines, Single and Double Ended.

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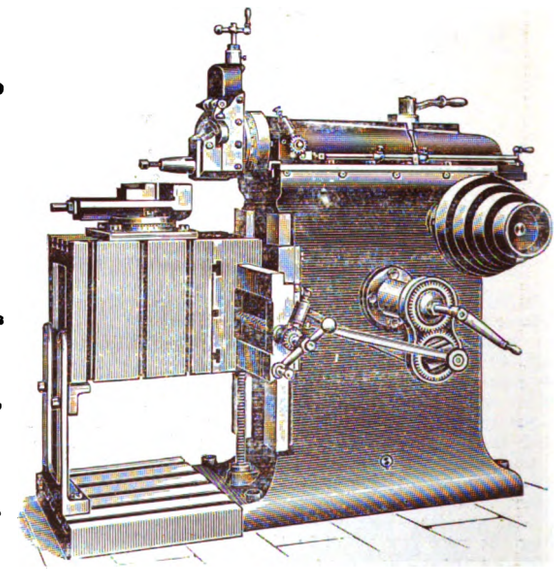
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Large Stock Ready for Prompt Shipment.

No. 152 Catalogue, Sections Now Ready.
(1) Lathes,
(2) Shapers,
(3) Drilling Machines,
(4) Planing, Slotting and Screwing and Tapping Machines.
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SHAPERS With Stationary or Traversing Heads and One or Two Tables



Engraving of 18 in. stroke Stationary Head Shaper.

F. PRATT & CO. Ltd. Halifax, ENGLAND

Machine Tool Makers,

Cable Address: "PRATT, HALIFAX, ENGLAND."

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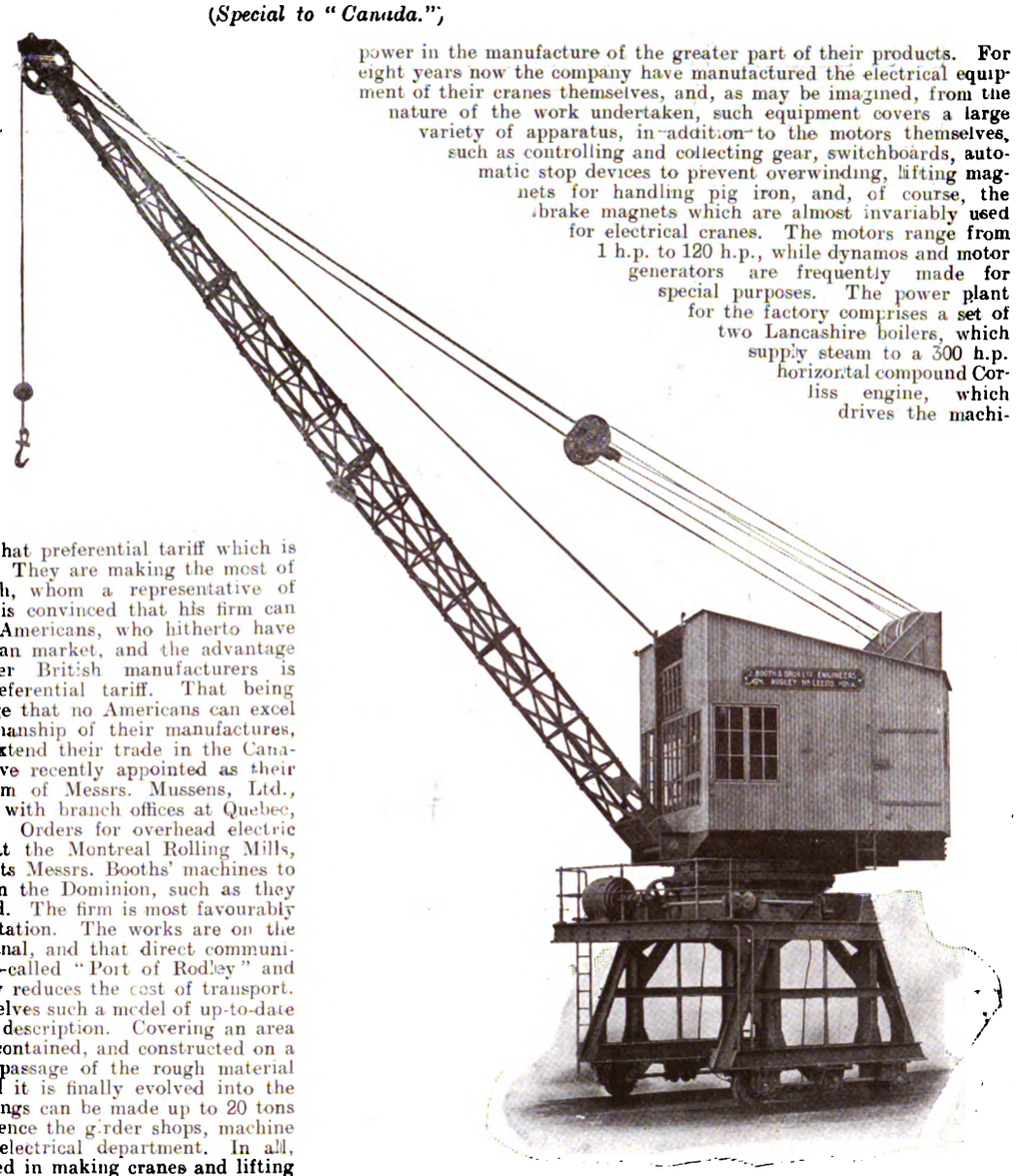
A Model Electric Crane Works.

MESSRS. J. BOOTH & BROS., LTD., OF RODLEY, LEEDS.

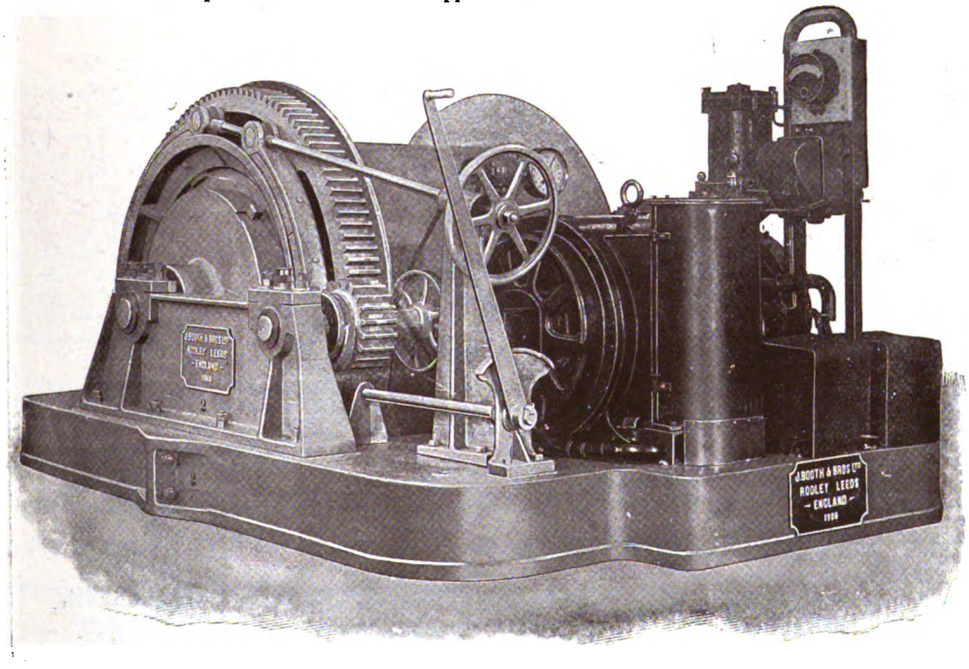
(Special to "Canada.")

IN the engineering industry a firm known the world over is that of Messrs. J. Booth and Bros., Ltd., of the Union Iron Works, Rodley, near Leeds, who have established a big reputation for the production of electrical and steam cranes up to the largest requirements. The firm has Canadian ambitions, as witness the fact that one of the partners, Mr. Arthur Booth, has lately made an extensive tour in the Dominion with a view to studying the possibilities for trade there. He has come back full of hope for the future of English trade in general and for his firm's products in particular. An attempt was made many years ago by Messrs. Booth to establish a foothold in Canadian markets, but the tariffs then in force were such as to hamper the project, and it is only in recent times that the concern, like other British manufacturers, have begun to realise and to take advantage of that preferential tariff which is now given to English manufacturers. They are making the most of this preference. Mr. Arthur Booth, whom a representative of *Canada* interviewed the other day, is convinced that his firm can now compete successfully with the Americans, who hitherto have had too great a hold on the Canadian market, and the advantage which the Americans enjoyed over British manufacturers is now about compensated by the preferential tariff. That being so Messrs. Booth, with the knowledge that no Americans can excel them either in the quality or workmanship of their manufactures, believe that they can considerably extend their trade in the Canadian market. To that end they have recently appointed as their Canadian agents the well-known firm of Messrs. Mussens, Ltd., whose headquarters are at Montreal, with branch offices at Quebec, Toronto, Winnipeg, and Vancouver. Orders for overhead electric cranes have already been executed at the Montreal Rolling Mills, and in the fulness of time one expects Messrs. Booths' machines to create a reputation for themselves in the Dominion, such as they enjoy in most other parts of the world. The firm is most favourably placed as regards facilities for exportation. The works are on the banks of the Leeds and Liverpool Canal, and that direct communication thus afforded between this so-called "Port of Rodley" and the shipping of the Mersey materially reduces the cost of transport.

The Union Iron Works are in themselves such a model of up-to-date engineering methods that they merit description. Covering an area of about 15 acres, the works are self-contained, and constructed on a plan which permits the progressive passage of the rough material through the various workshops, until it is finally evolved into the finished article. In the foundry castings can be made up to 20 tons weight. Then follow in perfect sequence the girder shops, machine shops, general erecting shops, and electrical department. In all, between 400 and 500 men are employed in making cranes and lifting machinery of every description, varying from the 10cwt. small cranes to the 100 ton overhead travellers. A noteworthy feature of the works which marks the enterprise of the firm is the application of electric power in the manufacture of the greater part of their products. For eight years now the company have manufactured the electrical equipment of their cranes themselves, and, as may be imagined, from the nature of the work undertaken, such equipment covers a large variety of apparatus, in addition to the motors themselves, such as controlling and collecting gear, switchboards, automatic stop devices to prevent overwinding, lifting magnets for handling pig iron, and, of course, the brake magnets which are almost invariably used for electrical cranes. The motors range from 1 h.p. to 120 h.p., while dynamos and motor generators are frequently made for special purposes. The power plant for the factory comprises a set of two Lancashire boilers, which supply steam to a 300 h.p. horizontal compound Corliss engine, which drives the machinery in the principal shops by shafting in the orthodox fashion. In addition, in the newer shops, there are about forty electric motors, driven by a direct coupled Willans engine, with dynamo attached, of an aggregate horse-power of 500. These motors drive the various tools, mostly arranged in groups, although the larger machines are driven by separate motors in the usual manner. There are also a number of portable electric and pneumatic drills, grinders, etc., as well as bench tools of the same variety. The shops are served by a total of seven electrically-driven and five power-driven travelling cranes.



A GANTRY CRANE MADE BY MESSRS. BOOTH AND BROS., LTD.



ONE OF THE FIRM'S ELECTRIC WINDING AND HAULAGE GEARS.

The resources of the firm will be understood when it is mentioned that there is at present in course of construction in the works a crane of over 100ft. span for a steel works, and also another electric crane capable of lifting a weight of 120 tons, while, if necessary, Messrs. Booth are prepared to quote for cranes capable of lifting up to 150 tons weight. Booths' electric cranes and capstans are as well known in the Admiralty yards in Japan, on the Government works in India, and on the various railways in South America, as they are on the quays and dockyards of British ports. The British Admiralty, War Office, and Crown agents for the Colonies have long been cus-

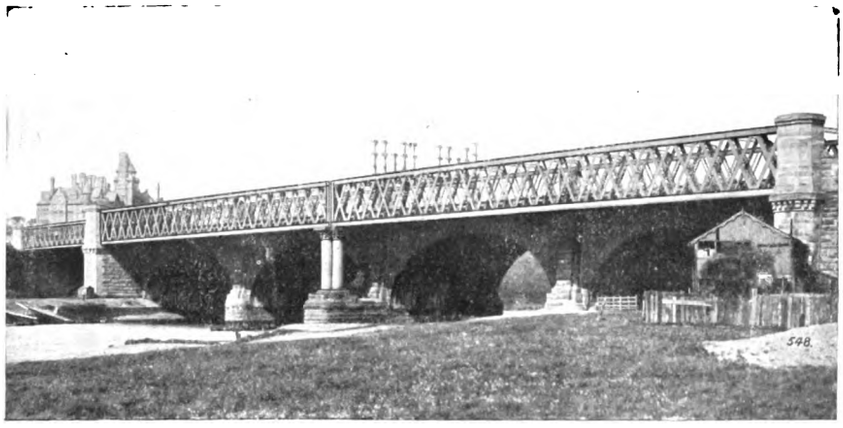
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HEENAN & FROUDE, LTD.

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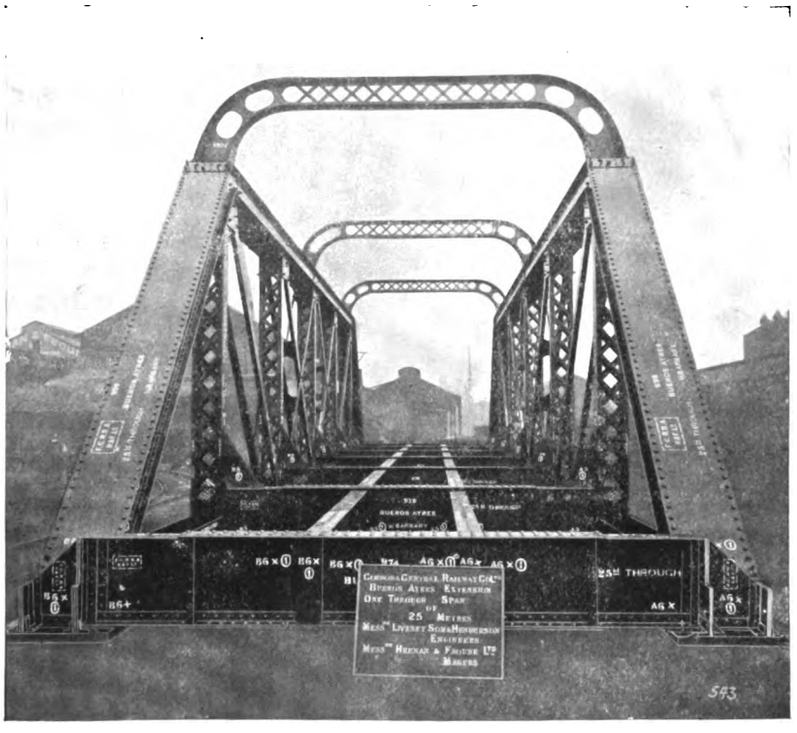
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BRIDGE BUILDERS, CONTRACTORS, AND STRUCTURAL ENGINEERS.



Bridges, Roofs and Constructional Work: NEWTON HEATH IRONWORKS, MANCHESTER, ENGLAND.

Refuse Destructors: 4, CHAPEL WALKS, MANCHESTER, ENGLAND.

Colliery Plant, Fans, Haulage Gears and Railway Work: WORCESTER ENGINEERING WORKS, WORCESTER, ENGLAND.

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tomers of Messrs. Booths, who are also constantly supplying cranes for the India Office and for various works on the West Coast of Africa, while there is the spice of novelty in the fact that some years ago the Sultan of Morocco ordered two small cranes, which fulfil the purpose, it is said, of raising the stills in which are manufactured the perfumes which go to the Sultan's harem. At the present time the company have in hand a large contract for the Great Eastern Railway Company for several electric cranes and capstans in connection with the extension of their quay at Parkeston, Harwich. Messrs. Booth have made their name with specialities in the past—one a patent steam crane, which was very largely used in the quarries of Yorkshire. They still have their specialities, and such a one is the patent electric charging machine which they have at present in course of construction for one of the large steel works in the Midlands. The two machines illustrated here are fair examples of the best kinds of work that Messrs. Booths turn out One is an electric winding and haulage gear, and the other an electric gantry crane with four motors, which is in great demand for use in shipyards and in docks for loading and unloading of vessels.

It only remains to be added that Booths, Limited, is a firm of high traditions and a history showing a record of continuous progress Over sixty years ago it was established as an offshoot of a neighbouring business of like character by the late Mr. Jeremiah Booth, whose direct descendants carry on the business to-day. Nowadays it is a private company that runs the works, with the following members of the family as directors:—Messrs. William Booth (chairman), Arthur Booth, John Alfred Booth, and Alfred Watson Booth.

CANADIAN IRON AND STEEL PRODUCTION.

The production of pig iron, steel, and steel rods in the Canadian mills during the calendar year 1907 was as follows:—

	Pig Iron. Tons.	Steel. Tons.	Steel Rods. Tons.
Dominion Iron and Steel Company	285,036	301,340	68,736
Hamilton Iron and Steel Company	79,817	61,893	
Nova Scotia Steel and Coal Company	57,168	70,222	
Canada Iron Furnace Company (Radnor)	7,464		
Canada Iron Furnace Company (Midland)	27,153		
John McDougall and Company	2,476		
Londonderry Iron and Mining Company	20,731		
Algoma Steel Company	142,054	229,514	
Deseronto Iron Company	3,510		
Atikokan Iron Company	8,195		
Electric Reduction Company	112		
Lake Superior Iron and Steel Company		3,466	
Ontario Iron and Steel Company		152	
	633,718	666,589	68,736

Production of pig iron from Canadian ore..... 95,914 tons.
Production of pig iron from foreign ore..... 537,803 tons.

	Dollars.
Bounty payments on pig iron	793,005
Bounty payments on steel ingots	1,099,873
Bounty payments on steel rods	412,417
Total payments on iron and steel	2,305,295

The eproduction of pig iron in Canada during the calendar year 1906 was 579,281 tons, of which 94,381 tons were made from domestic, and 484,900 tons from foreign ores. The production of steel ingots in 1906 was 615,087 tons, and of wire rods 55,822 tons.

On 31st December last Canada had 16 completed furnaces, of which 14 were in blast and two idle. Of the total, 13 generally use coke as fuel, while three use charcoal. The three coke furnaces upon which work had been suspended are being erected.

A LARGE GAS ENGINE.

The British Westinghouse Co. of Trafford Park, Manchester, have just installed at Hollins Mill, Marple, a Westinghouse gas engine for the purpose of driving mules and spinning machinery which is claimed to be the largest gas unit in England driving a textile mill. The engine is of 715 b.h.p., and is fed with producer gas. As a result of an official test made by Dr. Nicolson, of the School of Technology, Manchester, its efficiency is stated from a heat-unit standpoint to be at least twice as great as that on more engines usually employed in cotton mill driving. The Westinghouse gas engines are built in standard sizes ranging from 100 to 1,000 b.h.p., and a noticeable feature about them is their resemblance in general appearance to a modern high-speed vertical steam engine.

Special Engineering Supplements

to *Canada* are issued every four weeks. By consulting their columns British and Colonial Engineers are kept in touch with the latest improvements in British machinery and equipment. These Supplements (13 numbers) are supplied post free at $1.50c. per annum.

British Manufacturers and Canada's Wants.

(From our Montreal Correspondent.)

"What is the outlook for the year in regard to the imports in which you are specially interested?" was the question put by a representative of *Canada* to Mr. John M. H. Robertson, president of the James Robertson Company, importers of contractors', plumbers', tinsmiths', and steamfitters' supplies and manufacturers of lead pipes, lead traps, and brassfounders, whose works cover a large area of ground about midway between the Grand Trunk Railway station and the harbour front at Wind Mill Point, Montreal. In reply, Mr. Robertson said:—"While it is a little too early to speak definitely, I think in a month or two there will be a general wakening up, and that we have before us one of the busiest seasons on record. Commerce is already beginning to settle down to its normal state after the flutter of excitement as the result of the financial stringency. There was really no reason why conditions in Canada should have been disturbed at all, but the banks, fearing that there might be a scare here as a sequel to the panic in the States, kept a close hand upon their money. Firms of the highest standing were allowed but half the assistance from the banks that they had been depending upon. The natural result of this policy will be that the banks will soon have more money than they know what to do with. This will flow into the channels of trade freely, and as a consequence we shall have an exceedingly busy and prosperous year."

Practical Representatives Needed.

Asked as to the prospects for British manufacturers of the class of goods he was interested in, Mr. Robertson drew attention to about a dozen catalogues illustrating specialities in various lines of manufacture. "These catalogues (he said) are from British firms—all received within the past week. Every week they keep coming, and yet it is almost useless to send them, for the trade they bring to the sender, unless backed up in another way, is almost infinitesimal. We have the representatives of the American houses engaged in the same lines of business here on the spot making daily calls. They are familiar with the contents of these catalogues, whose price lists are old even before they get here. They are ready all the time to quote a price a shade lower than that at which the British firm offers to do the business. They are doing this regularly, and it is useless to write to the English firms telling them how the Americans are under-selling them in special lines, for by the time the replies came back with the revised prices the opportunity, assuming it was an engineering or building contract, would be lost. Thus the American almost invariably carries off the order. If, however, the British firm in that particular line had a practical representative here, with power to meet the American and quote on the spot, I believe that in seven cases out of ten he would get the business, because Canadian sentiment is strongly British, and, other things being equal, sentiment will turn the scale in a business transaction. The Americans have tasted blood and they have found that Canadian trade feeds their industries well. They will not give up what they have been allowed to capture without a fierce struggle, and if British firms desire to cultivate the Canadian market they must fight for it and fight hard.

Why British Manufacturers Should Visit Canada.

"Canadian firms are appreciating the fact that within the last few years there has been a strongly marked disposition on the part of British firms doing business here to meet the special requirements of the trade, but still the Americans continue more in evidence 'on the spot,' and are ready with a device to supply a need almost before we know of its existence ourselves. I know that in a vast number of important departments of business British manufacturers are represented here but as regards contractors' and engineers' supplies in the metal trades especially the representation is in no sense equal to the possibilities. Another point to which too much attention cannot be given," added Mr. Robertson, "is the quality and testing of metals of every kind. The Americans, by the keen competitive systems prevailing amonst themselves, have won the entire confidence of the Canadian contractors, who know that the methods of inspection across the border are exceedingly thorough, and that what they supply will be in the strictest accord with the standards and grades represented. I am not saying that in many cases this is not the case in England. There is one brand of galvanised iron, for example, the Queen's Head brand—the very best in the market—produced by John Lysaght, of Bristol, that no American firm has been able to equal. But it would be well for more members of British firms just to come and see what the Americans are doing."

Colonel H. N. Ruttan, the City Engineer of Winnipeg, has visited Vancouver with the object of inspecting the incinerator erected there by Messrs. Heenan and Froude, Ltd., of Manchester. Colonel Ruttan found the incinerator working very satisfactorily. It consumes the whole of the city garbage, leaving nothing but a little ash and some hard clinkers. The former can be used for filling and the latter for concrete in place of stone. Mr. C. H. Topp, the Victoria engineer, also examined the incinerator at the same time that the Colonel was there.

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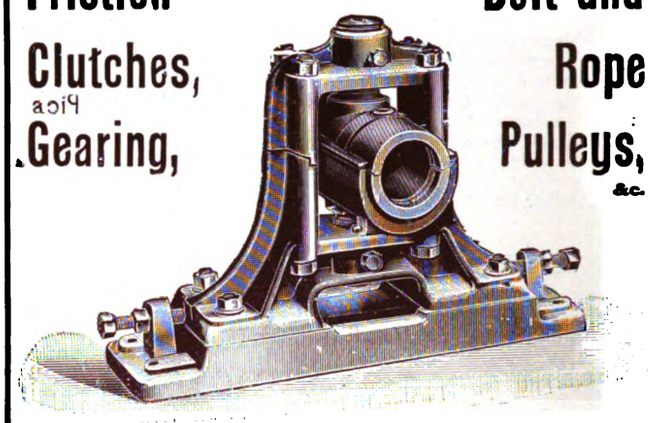
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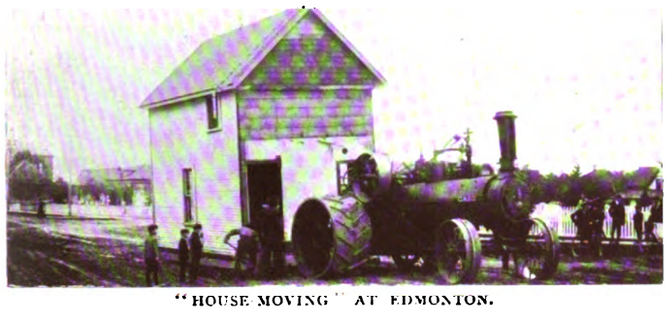
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NOTES ON BRITISH MACHINERY.

(From Our Northern Representatives.)

Compressed Air: A New Invention.

Considering the past history of Lancashire engineering generally, it is little to be wondered at that so much progress has been made in the operating of tools by compressed air. The latest invention in this important direction has just been patented by the Climax Patents, Ltd., who have discovered a new system of operating tools by compressed air. The first tools, viz., short-stroke chipping and caulking hammers, were placed upon the market nearly twelve months ago, and, apart from minor troubles only to be discovered in practice, and arising from the nature of materials used in construction, they have proved to be a decided success, and from tests carried out in the best engineering shops in England, have shown a saving of over 50 per cent. in air consumption for equal or better work done over the best tools formerly manufactured. Since then long-stroke rivetting hammers have been made with equally satisfactory results. During the past year over 300 hammers have been sold, and orders for many times this number have had to be refused, owing to the limited output under the present manufacturing arrangements. In addition to the above, the company also hold patents for drills, portable air-compressing plants, etc., which have proved to be as successful in their own line as the hammers. Negotiations are taking place at the present moment with several Canadian engineering firms, with the view of putting this invention upon the Canadian market.



"HOUSE MOVING" AT EDMONTON.

Measuring Tapes, Rules, &c.

Measuring tapes, land chains, band chains, steel rules, steel straight-edges, "T"-squares, scales, and engineers' tools are being imported into Canada in an increasing volume day by day. The managing director of Messrs. Chestermans, Ltd., visited Canada about two years ago, when he was successful in securing orders for these lines from Halifax to Vancouver, and to-day a large business is being done. The latest designs include a patent measuring tape, 12 feet long, marked with English feet and inches on one side of the tape and hands on the other, with a cattle gauge attached, for the purpose of ascertaining the weight of cattle by measurement. It is not surprising to learn that this line is selling well in Canada, and that orders are being received from all parts of the world. The firm's wind-up measures, with patent "constantia" linen tapes, are being sold to all the Governments of the world, and now that they have attached to them a patent "eyelet" attachment, larger orders than ever are being received.

Foundry Equipments.

During the last decade the engineering world has been busily engaged in perfecting equipments for both large and small foundries, and none is more advanced in this respect than the firm of Messrs. James Evans and Co., Salford, Manchester. Quite recently they secured a large contract for a complete foundry outfit (including cranes and furnaces) for South America, where their manufactures have been known for nearly half a century. In addition to completely fixing up foundries in every shape and form, they are at present putting upon the market a new patent loam and mortar mill, pre-eminently fitted in every respect for the Canadian market. The ordinary sand and loam mill leaves the sand in a "cakey" condition, so that it has to be lifted out and riddled. Castings made from it are liable to scab and have blow-holes. By using this special invention all this is changed, as it thoroughly incorporates the sand, turning out a fine mellow and tenacious facing sand, free from lumps and cakes, thereby saving a lot of riddling, and enabling the moulder to turn out sharp, clean, and superior castings.

Stone-Dressing Tools.

The "Oxo" patent stone-dressing tool is the outcome of many years of scientific study on the part of Mr. E. Smith, managing director of the Patent Stone-Dressing Tool Co., Ltd. This tool is claimed to be an improvement on all other tools, the inserted teeth of the cutter being absolutely protected; there is no tendency for the cutter to wedge or break open the "jaws" of the handles, as in some other makes. The tool has already won the favour of the largest stone workers and sculptors both at home and abroad, from whom testimonials of a high character have been received.

Horizontal Compound Ram Pumps.

Horizontal compound duplex ram pumps are being used more and more every day, and their usefulness owing to the "finesse" of finish in connection with their construction. Messrs. Frank Pearn and Co., Ltd., are putting upon the market an engine of this character, having separate valve boxes and pump barrels, suitable for feeding boilers working at high pressure. A special feature of this pump is its reliability of action and its freedom from shocks on the pump valves, due to the arrangement of the steam valve gear. It is specially designed for feeding boilers working at high pressure, and is made compound so as to reduce the steam consumption. To keep the pressure on each end of the rams in an equal manner, they are actuated by outside rods; and the pumps have outside stuffing boxes and glands, which can be packed with ordinary hemp or similar packing. This pump should be in especial requisition among Canadian engineers, on account of its reliable qualities and durability.

Portable Electric Grinders

The growth of tramways has synchronised with many inventions peculiar to itself. For many years a great difficulty has been experienced in grinding the face and grooves of tramway rails, but Messrs. Geo. Robson and Co. have just put upon the market what is called a standard "eclipse" patent portable electric grinder; in addition to accomplishing the grinding of faces and grooves of tramway rails, it can also be worked in connection with uneven surfaces on castings and for general grinding, either as a portable or fixed machine. The special point in connection with it that should commend itself to the Canadian buyer, is that it is entirely self-contained and is driven by any size or type of motor. The machine can be started and stopped instantly, and can be easily operated by one man. It is free from vibration and excessive wear, and the makers claim that more work can be done with this machine in less time than any other at present on the market, and a perfectly smooth surface is always obtained.

A New Double-action Spring.

The Tempered Spring Co., Ltd., have recently patented a doubled action tempered spring indispensable to owners of draft horses, which takes the sudden jerk and strain off the horse when starting; moreover, it distributes the load evenly on both shoulders when turning corners, and thereby avoids both sore sides and shoulders, a very important matter to farmers and owners of draught horses generally. They can be attached in a moment, and being made of the very best steel to be found in Sheffield, are practically indestructible: they are specially commended to farmers and others in Canada. This firm also manufacture springs of every description in steel, brass and phosphor bronze for railway carriages, wagons, tramway cars, trucks, ship-steering gear, engines, machines, valves, and motors.

Ring Spinning Frames.

Owing to the construction of cotton and worsted mills in the Dominion ring spinning frames are now more largely used than heretofore. Messrs. Brooks and Doxey, Ltd., have just received repeat orders from Canada for such machines. The frame ends and spring pieces are made with loose feet for adjustment to suit uneven flooring. The rollers are carried on strong angle beams supported by spring pieces, the whole framing is also stiffened by the specially constructed girder rails which carry the spindles, ring rails and lifting motion; and to ensure these parts being held permanently in their correct position at the mills, the beams and girder rails are not only bolted, but "steady-pinned" to the spring pieces and frame ends, so that the whole framing is rigidly braced together. It is further claimed that much of the success of these machines in spinning at high speeds is due to the rigidity given by the special construction of the framing and its consequent freedom from vibration.

Oil and Grease Separators.

The improved system of construction now employed in oil and grease separators, manufactured by Messrs. Holden and Brook, Ltd., constitutes an important development on all previous practice. The distinctive feature of this, their latest patent, is that the extracting area with which the steam is brought into contact is not only continuous in its action, but is also many times greater in area than

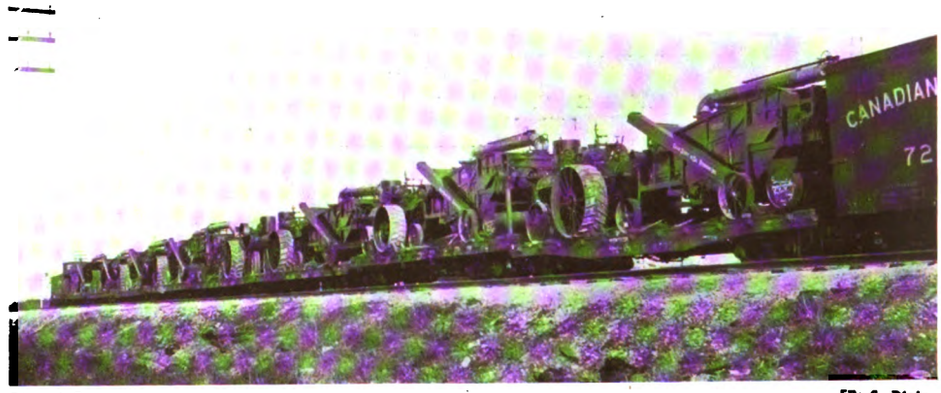


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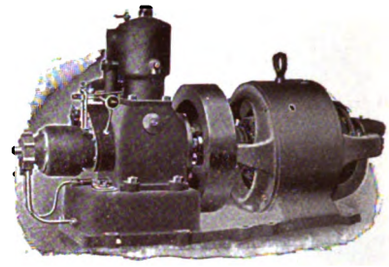
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Can be managed by any person.

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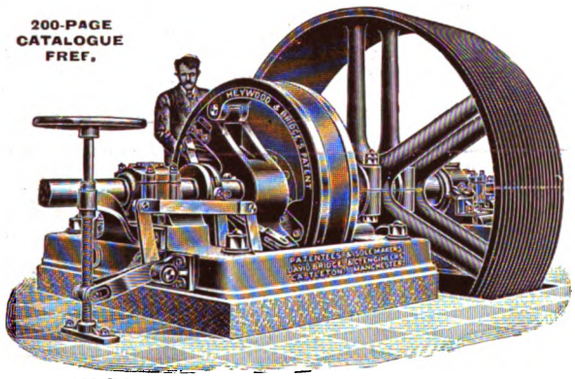
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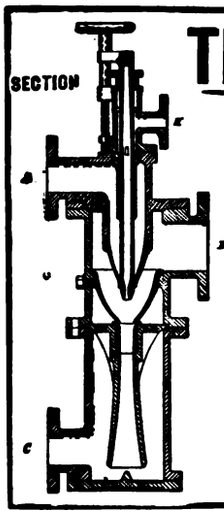
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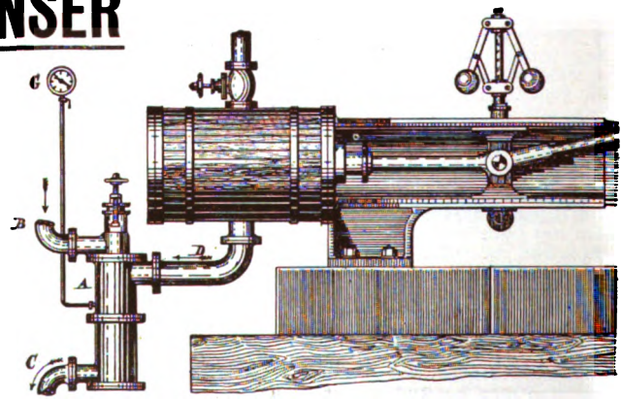
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can possibly be the case in any other system wherein any approach to this arrangement in extracting power would mean a heavy drop in vacuum. In this system the higher efficiency is obtained without any tendency to set up back pressure. Canadian engineers would do well to get into touch with this machine at once, as, owing to its special construction and scientific precision, it is a "money-saver" in every sense of the word.

Improved Timber Machinery.

An improved rotary veneer picking machine has been put on the market by Messrs. J. Pickles and Son, Hebden Bridge, Yorkshire, for the making of three-ply veneer, now so much in demand. The main frame is of solid massive design necessary to avoid shocks in cutting the wood, and in order to cut veneer up to, say, ⅜in. thick. This machine is made in various sizes to take in logs from 30in. to 4ft. diameter, and in lengths from 4ft. to 7ft., all sizes being fitted with lateral cutter movement, which relieves the knife during the cut.

A Pile-tapering Machine.

The expense of tapering piles by hand has led to the construction, by Messrs Thomas Robinson and Son, Limited, Railway Works, Rochdale, of a machine for performing this work. The machine is made to work all classes of piles up to 20 inches. The piles are placed horizontally and clamped to the bed, and the tapering is done by cutters in a conical head.

A New Wood-Planer.

A wood-planing machine of extraordinary capacity has recently been built by Messrs. Thomas Robinson and Son, Rochdale, to the order of a large colonial firm of timber merchants. It is capable oftreating timber 5in. by 12in. wide, and will remove over 1in. of material over the full width at one operation. Being provided with fixed plane irons, the machine may also be used for high-speed planing when a particularly fine finish is produced. In addition to planing, a heading block is fitted at the feeding out end of the machine. A good feature of this planer, and one which will be appreciated in Canada, is the method of providing pressure on the feed rollers. The chief advantages claimed by the makers for this appliance over ordinary planing machines are:—The rigid cutter block spindles and large belt power; powerful and quickly operated pressures to hold all kinds of timber; avoidance of tearing when cutting through knots; quickness of change from thick timber to thin tongued-and-grooved boards; and high capacity for continuous and heavy work, the feed speeds being variable between 25 ft. and 100 ft. per minute.

Imperishable Roof Glazing.

The "Eclipse" patent imperishable roof glazing, manufactured by Messrs. Mellowes and Co., of Sheffield, is now used to cover large railway stations, manufactories, and other buildings, where the maximum amount of light and the minimum amount of repair work are essentials, all over the Eastern Hemisphere. The firm is now represented in Toronto, where it installed an exhibit at the annual exhibition, which attracted the attention of prominent railway officials and contractors.

A Milling Machine Improvement.

A new attachment which can now be supplied when required, with their various sizes of milling machines, has been introduced by Alfred Herbert, Limited, of Coventry. The attachment consists of a roller steady for supporting the arbors of horizontal milling machines, and for it important advantages are claimed. The firm has recently patented this apparatus, and it considers that it enables great improvements to be made where work is being done with gangs of cutters.

Steam Turbines

One of the chief features in the engineering world during 1907 was the immense increase in the use of steam turbines, the principal demand coming from electric lighting stations. Only three firms in the Manchester district manufacture steam turbines—namely Messrs. Mather and Platt, Ltd., who make the Zoelly engines in this country, the British Westinghouse Co., manufacturing the world-renowned Westinghouse-Parsons turbines, and Messrs. John Musgreave and Sons, of Bolton, who have recently taken up the manufacture of the Zoelly turbines.

Sheffield Specialities.

More table cutlery is manufactured at Sheffield than any other city in the world. A good table knife should be well-balanced, strong, comfortable to handle, should possess a keen and lasting cutting edge, be easy to keep clean, should not be affected by temperature so as to develop looseness in the handle, should be scientifically hardened, tempered, ground, and sharpened. Messrs. Boswell, Hatfield and Co., Ltd., lay claim to have produced a knife fulfilling all the foregoing demands. They have now obtained the Government contract for half-a-million knives and forks, and after submitting samples and prices they have received an order from a leading firm in the United States of America for 1,500 dozen knives; this is the more satisfactory when it is remembered that a 45 per cent duty has to be paid on these goods. Their knives have also been supplied to the largest steamship companies in the world, and to-day repeat orders are coming in freely. Their polishing machines



THE RESULT OF A BROKEN RAIL.

weigh about 8 tons each, and in each machine there are four wheels, each 10 inches wide and six inches in diameter, which move at the rate of 400 revolutions per minute. The attendant sets eight blades in position, and when the operation is completed they are automatically thrown out of gear.

In the manufacture of razors and files and tools in connection with this industry no firm is better known than Messrs. W. and S Butcher, established upwards of 150 years, and the celebrated makers of the "Wade and Butcher" razors and the "W. Butcher" brand of files and tools. Their "Special" brand of hollow ground razors never requires regrinding. All their goods are made of special crucible steel of their own manufacture, whereby they are enabled to guarantee the quality of every article sold, and all are carefully hardened and tempered by a special secret process. Mr. W. H. Butcher made a tour of Canada some three years ago, when he was successful in developing very considerably their already extensive connections throughout the Dominion.

Messrs. Applebys, Limited, of Leicester, who, in conjunction with Messrs. Vickers Maxim, have the contract for a 75-ton crane for the Harbour Commissioners of Montreal, are installing a 100-ton Grant electric crane for the Southwick Engine Works, Sunderland The height of this crane from the wharf to the top of tower will be 94 ft. and to the top of the girder rail 132 feet. Although the maximum working load will be 100 tons the crane will be tested to 125 tons. The load is to be raised at any radius from 25 feet as a minimum to a maximum of 70 feet from the centre of rotation. A working load of 50 tons will be taken at any radius from 25 to 100 feet and with the auxiliary hoisting gear 10 tons will be raised at a radius variable from 30 to 125 feet.

Injectors for Boilers.

To engineers the use of the injector needs no explanation. Notable among the productions of this class in the Manchester district for Canada, as well as other countries abroad, may be mentioned the Brooke's patent one-movement self-acting injector. It is manufactured by Messrs. Holden and Brooke, Ltd., at their Sirius Works in West Gorton, Manchester. It is claimed that it possesses three great advantages over all other forms of injectors. In the first place it cannot be wrongly worked or misunderstood, inasmuch as one movement of a single lever controls everything. In the second place it must be remembered that the average injector gives a maximum delivery at one working steam pressure only, the delivery decreasing as surely as the pressure becomes either higher or lower. Its adaptability is such that the actual mechanical working of the cones secures efficient working over a wider range of pressure and conditions than other injectors can attain, even at a reduced efficiency; and it is especially useful for such trying ordeals as taking hot water and delivering through economisers. These points, of course, make it especially suitable for exporting. It ought to be mentioned, too, that the firm construct special types for steam crane and other vertical boilers, for traction engine and agricultural engine boilers, for motor wagons, portable engines, and small locomotives.

Oil Separators.

The difficulty of effecting a complete separation of oil from exhaust steam and compressed air has been such that it has become generally recognised that separators designed to do this simply by obstructing surfaces such as curved bars and angles in the path of the current of steam have proved quite unsatisfactory. The trouble, of course, has been that the steam had to repeatedly pass along the oily surfaces of the oil collectors. The result of every effort to overcome this trouble must therefore be of interest to Canadians. One of the successful experimenters in this direction is the firm of Messrs. B. R. Rowland and Co., Ltd., of the Climax Works, Reddish, near Manchester. The principle upon which their productions are based is that perfect separation can only be obtained if the oil be separated from the steam in special separating chambers, where it is collected, and is at rest quite out of the path of the incoming steam. With their first oil separator made on this principle so perfect a result was secured that the condensation water of the exhaust steam contained only .0004 per cent. of oil. The firm now guarantees its direct flow oil separators to extract 99 to 100 per cent. of the oil from the exhaust. In fact, the separator has recovered as large a quantity as 82 per cent. of the oil contained in an oil and water mixture.

Friction Clutch for Electric Motors.

The increasing use of electric motors is dispensing with line-shafts, pulleys, and belting in Lancashire cotton mills. At the same time it is necessary that certain adaptations in the mechanical connections between motor and machine should be made to secure the maximum advantages of the electric drive. It is in this work that the up-to-date millwright finds ample and profitable scope for his enterprise and ingenuity. Messrs. David Bridge and Co., of Castleton, a little town seven and a half miles from Manchester, manufacture several devices to deal with these connections, which the Canadian users of electric motors would do well to study. By means of the Heywood and Bridge's improved patent friction clutch, arranged as a shaft frictional coupling, the manufacturer is enabled to disconnect one portion of his mill from another instantaneously at any convenient time. In a large number of establishments much of the power exerted in driving the gearing is utterly wasted, for the simple reason that though at times a part or whole of the machinery in one or more rooms may be entirely at rest, the main shafting is kept in motion, thereby entailing the consumption of unnecessary power, to say nothing of the useless

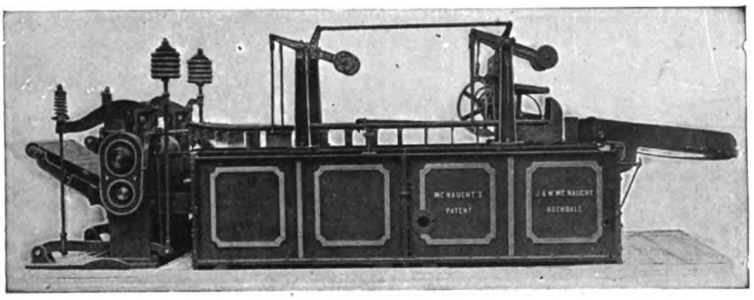
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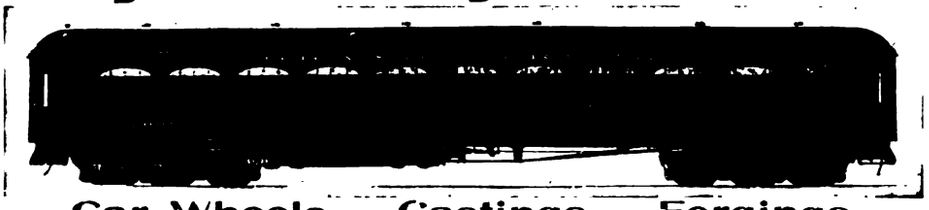
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wear-and-tear of gearing and belting. Among the special advantages claimed by the Heywood and Bridge's patent are that it will work in any position, drives either way, is always in perfect balance, will run at any speed, cannot wear out of truth, and gives no shock or jar. It has been supplied to the Woolwich Arsenal, the Royal Mint, and the leading engineering and manufacturing firms throughout the world.

Steam and Petrol Vehicles.

The Lancashire Steam Motor Co., of Preston, one of the oldest and most successful makers of steam wagons in England, have recently changed the style of their firm to Leyland Motors, Ltd. This is in consequence of the growing importance of that section of their work devoted to the manufacture of petrol vehicles. It is only a year or two ago since the firm entered this field, and already the Leyland bus is admittedly one of the most successful running on the streets of London. The firm's steam wagons have proved to be capable of standing the wear and tear of the roughest road, and, burning coal as fuel, are very economical in upkeep.

OPPORTUNITIES FOR BRITISH MANUFACTURERS.

During the coming season Revelstoke, B.C., purposes installing a 400 h.p. gas engine and a suitable gas producer plant; also a 150 k.w. dynamo for the supplying of electric energy for power. The present plant will be used for lighting only. Mr. C. B. Topp is city engineer.

A new power station is to be installed at Edmonton, Alta., requiring six miles of transmission line at 10,000 volts, 3-wire, 3-phase, 60-cycle, spacing of poles 125 feet, of wires 24 inches. The system will include nine incandescent circuits and two arc light circuits, and a power circuit. Mr. R. R. Keely is city engineer.

The ratepayers of Port Hope, Ont., voted favourably on a by-law authorising the town Council to proceed with the erection of municipal lighting plant.

The ratepayers of Campbellford, Ont., have carried a by-law to build a $60,000 power plant at Middle Falls. The contract for the dam has been let to Brown and Aylmer, and Bogue and Buchanan, of Peterboro', will erect the power-house.

The Town Council, Carleton Place, Ont., are considering a by-law to raise $200,000 for the installation of a sewage and waterworks system for that town.

Messrs. Galt and Smith, consulting engineers, of Toronto, are making up a report for a waterworks system for Swift Current, Sask., to cost in the neighbourhood of $50,000.

The waterworks by-law to raise $619,000 has been passed in Victoria, B.C.; also another to raise $54,000 for an incinerator.

BRITISH TRADE MARKS IN CANADA.

In the Exchequer Court at Ottawa recently, Mr. C. J. R. Bethune moved for an order declaring the name "Elkington and Co." as applied to electro-plated ware such as table knives, etc., a good trade-mark in Canada. The petitioner is the celebrated firm of Elkington's, of Birmingham, England. The registrar of trade marks had declined to register as a trade mark in Canada the name of "Elkington and Co." without some special way of applying it to the electro-plated goods manufactured by the company being a feature of the mark. Judgment was reserved.

A company to be known as the Canadian Chemical Company is being organised. They are to take up a feature of chemical manufacturing that is said to be new not only to Canada but to the British Empire. This is the distillation of creosote from wood tar. The erection of a wood reduction plant is now going on at Needon, on the line of the Quebec Central, where the company are to operate. Here will be made the products of the ordinary wood alcohol plant, viz., wood alcohol, coke and acetate of lime. In addition to a big product of thirty gallons of tar from every cord of wood, which in many plants in consumed for fuel.

GASOLINE ENGINES FOR FARMERS.

A farmer in Dufferin County, Ont., has given the *Farmers' Advocate* a very satisfactory account of his experiences with a nine horse-power motor. He says:—"The engine is located in front of the barn. The power-house, being 12 by 10 feet, is just in line with front of mow, and 15 feet clear of barn. I use 45 feet of 6-inch rubber belting to grinder, which is immediately inside, and about 4 feet 6 inches from edge of threshing floor. The meal is taken off in sacks in room in basement below. I also use engine for cutting feed by using extra belting. I set box back in barn, just off the threshing floor. For cutting wood, I set wood saw in yard at the other end of power-house, the belt running through the door. I also use engine on seed grader in spring, by means of a shaft just in front of the grinder. I consider the gasoline engine the most satisfactory. I can easily grind from six to twelve sacks per hour, according to the fineness of meal required, without any help whatever. I can cut wood with one man to help, or cut straw in barn with two men to help. All the attention the engine requires is to start, fill oil cups and oil holes, and four pails of water, with addition of one pail every 1½ hours. I can grade all my seed grain myself in a shorter time than formerly done with a man's assistance." The original outlay is of course a serious item, but given a machine which is built to stand the test of time without expensive repairs great economy can be affected.

MOTORING IN CANADA.

In a temperature ten degrees below zero, the directors of the Ontario Motor League enjoyed a drive from Toronto, the Lambton Club House, where they held the first meeting of the year. Mr. W. W. Doran, of Niagara Falls, who is a member of the Niagara Falls Park Commission, imparted the interesting news that the Commission propose to spend $100,000 in making a handsome boulevard along the Niagara River, which will be the finest in Canada. Mr. E. M. Wilcox, publisher of *Motoring*, was reappointed Secretary-Treasurer. Mr. William Dobie, the newly elected vice-president, spoke of the necessity for going on with the work of road improvement and remarked that in all his travels through England and the Continent he had not encountered as many bumps as he had on the streets of Toronto. A large number of exhibitors have been secured for the Automobile and Motor Boat Show, which is to be held in Toronto between March 21 and 28, but it is to be regretted that no British firm appears under its own name in the lists published in *Motoring* though appreciation of English and Scotch built automobiles is increasing owing to the experiences of those who have taken their endurance.

TWO MILLION TONS OF RAILS NEEDED.

A representative of a prominent steel rail manufacturing company in Canada says:—"The railroads would like to lay in a supply of rails for future delivery, but they are prevented from doing so by money conditions. They want to see their way clear to raise money to pay for equipment before they close any contracts. On the other hand, the steel companies do not care to sell rails unless they can get the cash for them. I believe the railroads will be in the market for rails within the next two months. Then there will be the usual rush. They will all want rails delivered immediately, and the mills will have to operate to their utmost capacity. The railroads cannot get along with less than 2,000,000 tons of rails this year."

The North-Eastern Marine Engineering Company, Limited, is erecting a 150-ton electric cantilever crane in substitution for the existing 100 tons sheerlegs at its wharf at Wallsend-on-Tyne, and the contract has lately been let to Sir William Arrol and Co., Ltd. The crane is to be capable of lifting the maximum load at a radius of 85ft., and 80 tons at a radius of 133ft.

Canadian Railway Development.

THE GROWTH OF DOUBLE TRACK.

One of the most gratifying features of the Canadian railway statistical report is the announcement that the year 1907 increased the mileage of double track railway line from 743 to 1,067 miles. This increase was wholly applicable to main lines and represents a very substantial addition to transportation facilities. In the United States every car has a carrying power in the year of 50 per cent. more than the same car would have in Canada. More second, third and fourth tracks on the trunk lines of the Dominion will, however, overcome this difference, and as the population in Canada bcomes more dense these facilities will be provided. As it is, Canada has the highest railway mileage measured against population (on an assumed basis of 6,500,000) and the lowest, measured against territory, among the principal countries of the world. In other words, she stands foremost among the nations in transportation facilities in proportion to her population, while her ample territory gives her the greatest room for expansion in that regard.

Increase in Operating Expenses.

Some striking figures are given showing how tremendously the cost of operating railways has increased. In 1897 a locomotive cost $9,140, while last year the average cost was $19,500. Cars to-day are twice as heavy as they were ten years ago, and their cost has increased by from 30 to 40 per cent. Ties cost more. In 1903 the average price in Canada was 28.3 cents, last year it was 34.7 cents. Again rails are heavier and more expensive. In 1904 American rails cost only $20.75 delivered in Montreal; in 1907 Canadian rails were bought, costing $32.50 a ton here. Last year the Grand Trunk and Canadian Pacific Railway paid the Dominion Government the enormous sum of $1,353,597 as duty on coal; the American roads have no such handicap. In 1906 the provincial taxes on railways in Ontario amounted to $376,365, or more than double the taxes paid in 1904.

Last winter it cost the Canadian Pacific alone $892,542 for snow removal, and it was not a bad snow winter. This year the snowfall, so far has been excessive in the eastern portion of Canada, and has more seriously affected the Grand Trunk Railway than the Canadian Pacific Railway.

BRITISH MACHINERY IN CANADA.

British firms have installed the largest producer gas plant yet placed in Canada for use in connection with the municipal pumping plant for fire protection. The gas plant is of the capacity of 4,500 h.p., and the engine equipment 3,000 h.p.; the former was built by Messrs. Crossley Bros., of Manchester, whose Montreal agents are Messrs. Lawrie and Lamb, Board of Trade Buildings. The six large gas-engines are geared directly to six pumps built by Messrs. Glenfield and Kennedy, Ltd., of Kilmarnock, whose Canadian representative is Mr. J. P. Farmer, of the Coristine Building, Montreal. Dr. J. T. Nicholson, of Manchester University, formerly of the University of McGill, Montreal, made an exhaustive and satisfactory test of one of the engines before it was shipped. Representatives of the builders are superintending the installation.

BRITISH MANUFACTORIES IN CANADA.

In connection with the establishment of a new works for Messrs. Beyer, Peacock, and Co. in Canada, it is interesting to recall an interview that we published with Mr. Hoy last year before the present project was thought of. At that time Mr. Hoy had no intention of starting a works in Canada, but our interviewer impressed on him very strongly the great demand which was likely to rise in the Dominion for locomotives. At that times English locomotive makers were inclined to resign the Canadian market to the Americans, but since that time, as we have seen, one firm at least has changed its policy.

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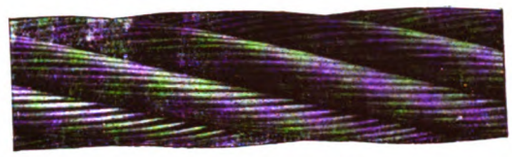
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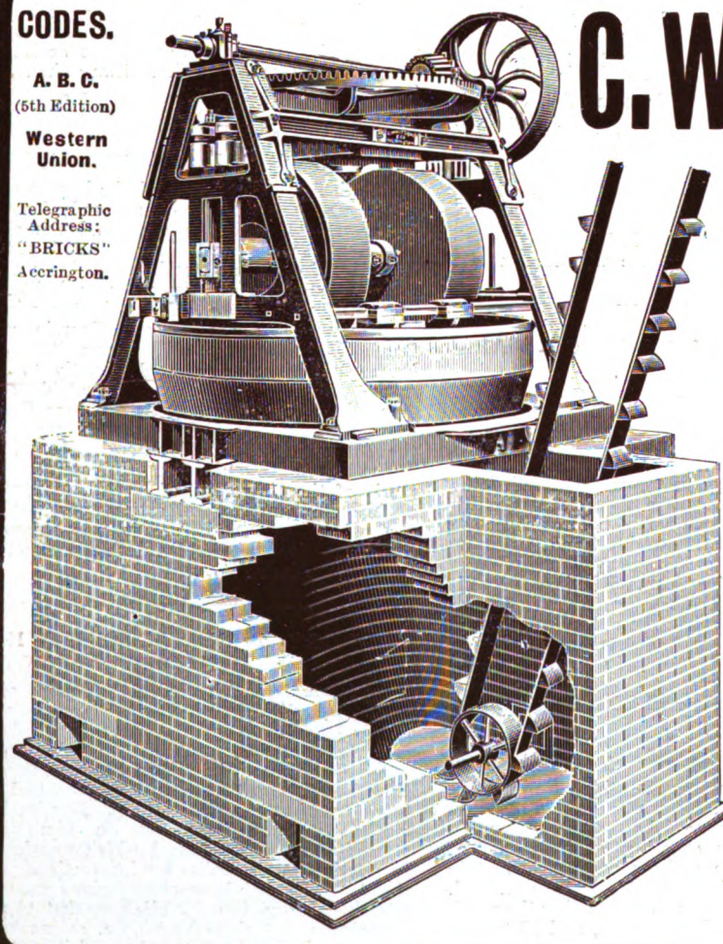
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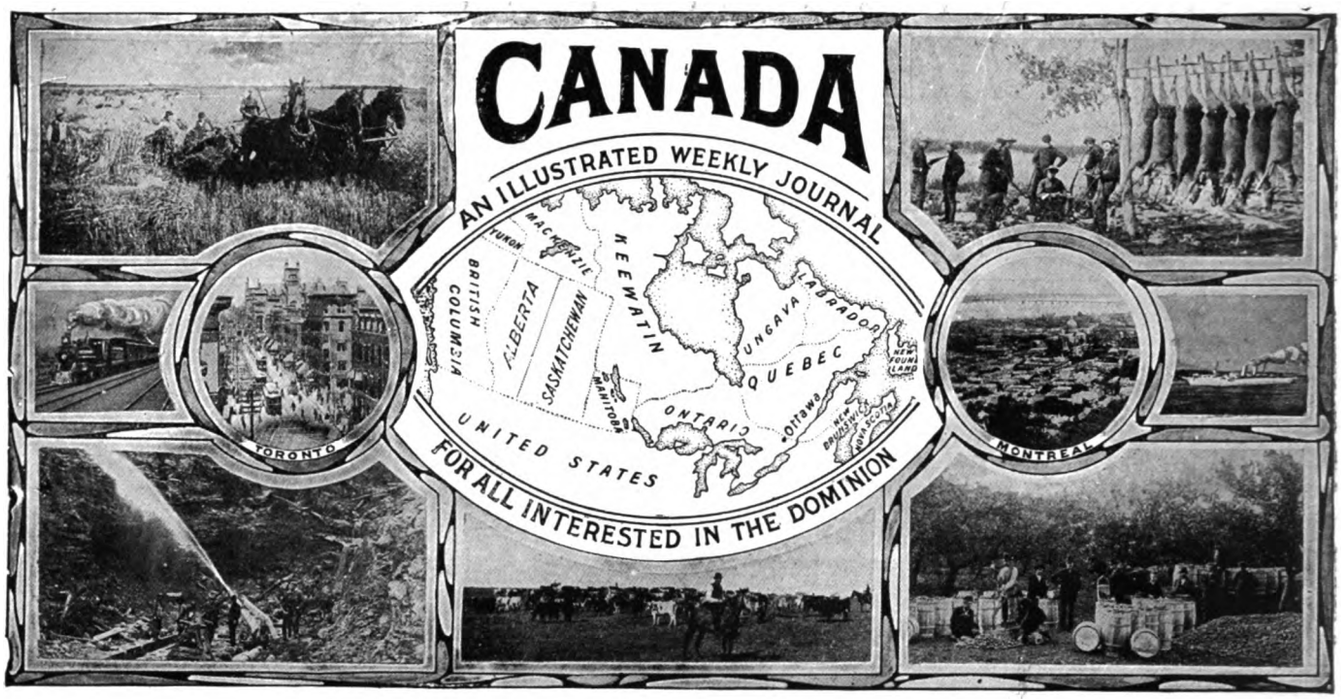
No. 114. SATURDAY, MARCH 14, 1908. Vol. IX. 6D. WEEKLY.

CANADA'S ROYAL VISITOR.



His Royal Highness THE PRINCE OF WALES.

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THE ROYAL VISIT TO QUEBEC.

IF there had remained any doubt as to the success of the Quebec Tercentenary celebrations, the announcement that the Prince of Wales will attend, as the King's representative, would have removed it. Many loyal Canadians —loyalty is a passion not only with English-speaking people throughout the Dominion but also with the French-Canadians—had hoped that the King himself might have been able to honour Canada with a visit on this striking occasion. But the peace of Europe is more dependent on the personal diplomacy of our Sovereign, who is by far the ablest statesman in the British Empire, than on that of any other personage in world-politics, and His Majesty's presence in the Mother-country is so indispensable that it is impossible for him to gratify his gracious wish to revisit the country, which received him with such sincere enthusiasm more than forty years ago when he was Heir to the Throne. In July Canada will welcome his eldest son as she welcomed him in the far-off days before she had linked the Atlantic with the Pacific by means of a bridge of United British States, and every effort will be made to render the Quebec pageant worthy of her Royal guest's welcome. At the same time she will still cherish the hope of seeing her Sovereign face to face—an honour which she would regard as rendered not to herself alone but as to that one of the "younger nations" which represents the sisterhood by the right of seniority and the privilege of proximity. Perhaps, on this occasion the idea of representation might be becomingly expressed by inviting Australia, New Zealand, Newfoundland, and the South African independencies to send representatives to meet the Prince of Wales at Quebec, these visitors from the Sister-Dominions to be the guests of the Canadian nation. It would be a graceful compliment, and would be gratefully received—and we commend the suggestion with all due deference to the attention of the Dominion Government.

There can now be no question as to the success of the commemoration of Canada's birthday, both as regards its permanent and its ephemeral results—i.e., the nationalisation of the battle-fields and also the few picturesque days of enacted history. The funds required for nationalising the plains of Abraham and the field of Ste. Foye, the scene of not the least brilliant of Mother-France's feats of arms, are certain to be forthcoming. The jail and the factory will be removed, the great drive-way constructed, and in the near future no incongruous sight or sound will disturb the meditations of the visitors, more numerous even than the pilgrims to the field of Waterloo, who resort to the scene of the greatest and most dramatic events in the history of the New World. It was high time that Canada should take in hand the safe-guarding of her open-air Valhalla from mean and common things, so that there, as over the unremembered graves of unforgotten heroes in older and wealthier lands, it may seem that

> There honour comes, a pilgrim grey,
> To bless the turf that wraps their clay;
> And Freedom shall awhile repair
> To dwell a weeping hermit there.

And it is much to be hoped that Earl Grey's idea of a colossal statue of Peace, standing at the doorway of the spacious liberties and happy opportunities of the great Dominion will be eventually realised. Liberty stands at the entrance to New York harbour —but she is Licence for too many of those who have passed her and are lost in the lawless turbulent life of the colossal Republic, where the dollar is almighty for good and for evil, as it shall never be in Canada. "The time has come," to quote from an admirable editorial on Lord Grey's suggestion in the *Ottawa Citizen*, "when we must cease prating about liberty. It is but a survival of a child-cry when Freedom was new-born. It is time that we recognise that it is valueless in itself. Better a nation of slaves, seeking to be free, than a nation of free men, prostituting their free powers to the service of some low and selfish aim, or loafing with limp muscles in the presence of great opportunities and high enterprise. Liberty should have its limitations. It should be held in the reach of law—the law of the square deal. By all means let us adopt Earl Grey's suggestion and erect on the Quebec heights a statue of the Angel of Welcome and Peace, proclaiming to every one who seeks our shores that not only do we stand for peace, but that our welcome to to him depends upon his willingness to adopt the same lofty ideal as a future Canadian citizen. By all means let us have liberty, but let it be the liberty to dwell together in peace." The justification for this white symbol of the intention of liberty-loving Canadians to dwell together in amity could not have been more cogently expressed. But—our peace must not be weaponless. The saying of the old Roman Empire-builders (whose law is the mortar of all modern political institutins) still holds good: If you wish for peace be ready for war. Let the marble statue of Peace, which is to gaze seaward from the Quebec heights, have sword and shield within arm's length.

An outline of the recommendations for the Quebec pageantry has already been given in our columns. Nothing will be said or done to hurt the amour-propre of our French-speaking compatriots. If we, who speak English, do not forget Wolfe and Murray, they will remember Montcalm and De Levis. And so far as the Quebec-pageant depicts the winning of Canada for the

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civilisation of Christianity they have it all; we have no heroes to challenge the glories of Cartier who conceived Canada, of Champlain who brought the land out of the womb of time. There, indeed, they have three centuries to our one · we reaped where the sailors, martyrs, soldiers, and pioneers of New France had sown, shedding their heart's blood into the soil. Yet it is well that neither the French nor the British Canadian should be allowed to forget that the destinies of Canada were determined by the command of the sea. So there is to be a two-fold naval display. Champlain is to be presented in the hey-day of French maritime enterprise in his white-winged *Don de Dieu*, about to disembark at Quebec, and saluted by all the war vessels in the great harbour of the future. Then it is proposed that the bombardment of Quebec during the night of July 23, 1759, shall be presented as an object-lesson in the meaning of British sea-power. It is to be hoped that something will be seen in the pageant of the British Admirals at Quebec, all of whom were General Wolfe's superior officers. Few even of English-speaking Canadians know that Wolfe's army was, after all, no more than a great landing-party, that the General's mind itself was but the steel point, so to speak, of the marlinspike with which British sea-power broke the French dominion in North America into ineffectual fragments. This drama of sea-power in two acts will be witnessed not only by the posterity of those who founded and those who found Canada, but also by French and British warships. The reconciliation of the two Canadian races will thus be illustrated, and also the entente cordiale, the King's great work between Great Britain and France.

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NOTES OF THE WEEK.

The English Emigrant. It is hardly possible to take up a Canadian journal without finding some reference to the unpopularity of the English newcomer, and there can be no doubt that the frequency of these criticisms has created a feeling in the Mother-country that the Englishman is detested beause he happens to be born in England. The most serious result of this mutual misunderstanding is that it tends to keep away the very best type of English emigrant, the man whose self-respect will not allow him to go where he is not welcome. Those who do what they can to remove this misunderstanding are, in our opinion, performing a considerable service to both countries. In this category of public benefactors we hasten to include Captain A. T. Hunter, who recently delivered a clever address on the subject at Toronto. Here are some of the reasons given for what the speaker termed the "semi-humorous grudge against the newly-arrived English bronchos." In the first place, their frequent appearance in search of a job in cities where unskilled labour is plentiful, naturally does not gladden the heart of the Canadian working-man. Secondly, they are far too ready to send their first unfavourable impressions of an unfamiliar environment to newspapers in the old country. A good specimen of such letters was one beginning with the assertion that "Canada is rotten to the core," which was sent to the *Manchester Evening News*, and was subsequently quoted by a large number of Canadian journals. For these and other reasons Canadians often fell into the mistaken belief that the Englishman was an undesirable emigrant. But, Captain Hunter continued, if the English settler was a bad beginner, he was a good finisher. Collectively, he was the most formidable type the world had produced. Moreover, he was the most tolerant among national types of other men's opinions. That was because judging from his stubborn disposition, he thought coercion would confirm those other men in their erroneous views and mistaken habits. The extraordinary spread of the English language was a good example of the victories won by his stubbornness and contempt for non-English things. After stubbornly forcing others to trade with him he forced them to learn English in order to get their trading done, thus making English the language of commerce. After all tenacity of purpose is a great racial quality, and it enables the English settler to get there in the end, if not in his own person in those of his children.

* * *

The Intellectual Preference. Defending in the Dominion House of Commons the changes made last year in regard to postal arrangements with the United States, the Hon. Rodolphe Lemieux asserted that they had resulted in purging the mails of undesirable literature. Surely the Canadian reader loses nothing by being unable to procure—except as a luxury—the American magazine, of which the larger part consists of advertisements appreciably better than the literary contents, which is not saying too much. On the other hand, the expatriated Canadian, especially the exiled French-Canadian, suffers by having to pay rather more for the journal he gets from home. Perhaps his best remedy is to repatriate himself. Mr. Lemieux stated that January showed an increase of 347 per cent. in the quantity of British periodicals and newspapers received in Canada. This is as it should be, for, unless he reads the journals of the Mother Country, the Canadian cannot hope to get a grip of the problems of world-politics which are vitally important to the British Empire as a whole, and to Canada in particular.

* * *

London is Loan-don. Canadians are beginning to understand that the capital for the development of the Dominion is more cheaply secured in London where even the small investor, without any knowledge of high (or low) finance draws a sharp distinction between American and Canadian propositions. In a recent issue of the *Ottawa Citizen* some timely remarks are made on this subject: "The borrowing of Canadian companies in the London money market during the past few months amounts to nearly $10,000,000. This is exclusive of the Government loan of $15,000,000. The issues have been well taken. There should be a general policy in this country to place all loans in London, where the securities are acceptable to these conservative financiers. As a rule, better terms can be made there than by borrowing the money in Canada, and every dollar of British gold which comes here releases that much more Canadian capital for the development of the country." Perhaps those who are always complaining that Great Britain is not putting as much money into Canadian development as the United States will bear these remarks in mind. The American capitalist's "wad" is visible to the naked eye of the ordinary citizen, whereas he sees nothing, and thinks not all of the vitalising current of capital passing from Great Britain, with its vast reserve of national wealth—the Empire's deposit account—into the great undertakings which are the foundations of the Greater Dominion that is to be. As Canada can grow the cheapest bushel of wheat, so Great Britain can lend the cheapest pound of gold. It is well to remember that fact from time to time..

* * *

The Preferential Loaf. There has been a discussion in the British House of Commons on the subject of the food duties proposed by the Tariff Reformers, and the speakers who took the Free-importer's side had a bad time. The lie circulated at one of the recent by-elections to the effect that "one hundred babes had died of starvation at Toronto since New Year's Day" was nailed to the counter, and it is not likely to be repeated by any decent candidate, though some of the Ministerialists cheered the quotation. It is not necessary to repeat the arguments, often summarised in these columns, for believeing (1) that the proposed 2s. duty on foreign wheat entering the British market will be paid by the foreigner; and (2) that preference would involve the transference of the world-industry of wheat-growing for export to countries such as Western Canada, which are superior in fertility of soil, climatic conditions, and proximity to the northern limit of cultivation to those which now furnish the larger part of Great Britain's bread. There are four perfect grains in a spikelet of Saskatchewan wheat as compared with two perfect grains and an imperfect one in a spikelet from Dakota. Preference means two perfect grains for an imperfect one, so far as North America is concerned, and that is the conclusive argument in its favour.

* * *

Canadian Trade with Australia. Mr. J. S. Larke, Canadian Trade Commissioner in Sydney, Australia, in a report on the new customs tariff of the Australian Commonwealth, says that, as originally proposed, the tariff would have added two millions sterling to the customs revenue, but that the amendments made by the House of Representatives have struck off a million and a half of this amount. The new rates will be, on the average, about five per cent. higher than the old ones, but on no line of any importance is the new tariff so high as to be prohibitive. "On most lines," Mr. Lake adds, "the effect of the preference granted to the United Kingdom is of more consequence than the additions to the tariff, and if Canada secures the advantage of this preference, as I trust it may later on, its position will be materially improved over that under the previous tariff in many of the lines which Australia must import. The chief obstacle to the extension of Canadian trade under the new tariff will be that existing during the last six years, viz., the inability of Canadian manufacturers to fill the orders that they might otherwise obtain." Mr. Larke says that the prosperity of the last four years has put the finances of Australia, private and public, in a fine condition. It may be anticipated, therefore, that any reduction of importations under the increased customs tariff of Australia will not be so great as would otherwise have been the case. It has been announced that as soon as the new tariff has received the approval of both Houses of the Commonwealth Parliament the Australian Ministers will take up the proposals which the Canadian Government has made for a reciprocal preference.

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MR. BRYCE'S RETURN TO THE STATES.

The Right Hon. J. Bryce has returned to Washington from Canada. The correspondent of the *Times* in the United States capital understands that his visit may soon result in the completion of the treaties pending concerning the various questions outstanding between the Dominion and the United States.

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THE CANADIAN PARLIAMENT.

The House of Commons has passed the Bill appropriating $300,000 for the nationalisation of the battlefields of Quebec and the celebration of the tercentenary.

The Canadian Bill approving the Franco-Canadian Trade Convention has passed the final stage in the House of Commons with only five dissentient votes.

Mr. Foster called the attention of the Government to a report that Count Hayashi, the Japanese Minister for Foreign Affairs, had stated that contract Japanese labour could enter Canada.

Sir W. Laurier declared that he did not believe Count Hayashi had made the statement.

The Hon. R. Lemieux, Minister of Labour, said that he had had an interview with the Acting Consul-General for Japan, and had also received a telegram from Tokio stating that no contract labourers would be allowed to go unless the Canadian Government approved.

THE EXCHANGE OF MILITARY OFFICERS.

The Right Hon. R. B. Haldane, Secretary of State for War in the Imperial Cabinet, recently referred to the effects of the Imperial Conference during a speech in the House of Commons. He announced that the proposed exchange of officers of the British and Colonial forces was being now carried on. "We have got" (he said) "two staff officers now, two from Canada, and one from New Zealand at the Staff College; and the authorities are taking every step they can to make the forces of the Empire feel themselves a single force so far as possible. The principle is that in addition to the expeditionary force to act at a distance in case of necessity, there should be a far-flung line of local defence extending all over the rest of the world, maintained by each country within the Empire, organised as far as possible on one pattern, and by one school of thought in the shape of a general staff. We are endeavouring not only to make the general staff, for instance, in Canada and at home work together and exchanging officers, but we are throwing open general staff appointments here to Colonial officers. Of course these things can only be done on a very small scale at first." Mr. Haldane then referred to the offer of an appointment made to Colonel Otter.

THE FRENCH IN CANADA.

In the course of an interesting lecture given in Paris recently upon the subject of Frenchmen in Canada, under the auspices of the Colonial and Maritime Society, the lecturer, M. Jean Lionnet, said that if the English—or, rather, the Scottish—controlled the finances and business of the country, the French possessed in the highest degree the qualities of colonisers. The French loved the land, and when they settled in any district they succeeded in imposing their mother tongue as the local language, its origin being easily recognisable by the strong Norman accent of the people. The French had further obtained an incontestable political power. In Montreal they had founded a flourishing association, which rendered efficient aid in all cases to French emigrants in that city. "It might be added," M. Lionnet continued, "that French domestic servants were much sought after in Canada on account of their useful qualities. In the Canadian West the French cultivator lived happily and in ease, but the isolated position of the farms hardly permitted the families working them to meet on any day in the week except Sunday."

The stream of emigration to Canada is fed in the first place by Bretons, and then by the natives of Normandy, Anjou, Savoy, and the Jura region. The French in Canada have remained so French that the national festival of July 14 was celebrated in the villages just as it was in France.

THE "NATAL ACT" IN BRITISH COLUMBIA.

The Supreme Court of British Columbia has upheld the judgment of Chief Justice Hunter in declaring the "Natal Act" to be unconstitutional and outside the powers of the Province. Justice Clement, in his judgment considers the Provincial Attorney-General's case to be hopeless. He says: "The question of Japanese immigration has been dealt with properly by the Parliament of Canada. It smacks strongly of disloyalty to our settled form of government when the authorities of one province undertake to override and render abortive the will of the people of Canada as expressed in an Act of the Parliament of Canada, and when they make bold to forbid the honourable observance of our solemn engagements with a foreign Power."

The Canadian Government is sending Mr. Mackenzie King, Deputy Minister of Labour, to England to confer with the Imperial Government regarding the immigration of Indians into Canada. Mr. King will ask that joint action may be undertaken to restrict the influx of Indians into Canada.

OUR OTTAWA LETTER.

Dominion Parliamentary Notes.

(From Our Ottawa Representative.)

Canada and the United States Weeklies.

On the announcement of the amendment to the Postal Convention between the United States and Canada in regard to the carriage of newspapers and periodicals, by which, under the agreement of May, 1907, American daily papers are admitted to Canada at a cheap rate of postage, the Postmaster-General was asked in the House of Commons as to why he could not admit weeklies also to the benefit of the reduced rates. His reply was, however, that "it is impossible for the Canadian post-office to consent to any arrangement which would put the American weekly papers on the same footing as dailies. The daily papers have been found by experience to be unobjectionable, but, owing to difference in classification, the United States department allow many weeklies in their mails, which are not newspapers, but are practically advertising matter, and which this department could not allow in the Canadian mails. To allow the weeklies in would be to open the gates to the mass of worthless advertising matter against which this department felt compelled to take action a year ago, and which, owing to the action, has been cleared out of the Canadian mails entirely."

Increased Bonus to Booking Agents.

An Order-in-Council has been passed doubling the rate of bonus payable by the Canadian Government to booking agents in France, Belgium, Holland, Sweden, Denmark, Norway, Germany, Switzerland, Austria-Hungary and Finland, for immigrants of the following classes: farmers, farm labourers, railway construction men and female domestic servants. On these the rate of bonus is increased from ten shillings to one pound, and from five shillings to ten in the case of persons under the age of eighteen years. It was found by the immigration authorities that the smaller bonus hitherto paid to the Continental booking agents was not sufficient to interest them in sending to Canada the classes of settlers which Canada particularly wanted. The new rates of bonus will be payable only to agents accredited by the Canadian Government, and only on immigrants landing at Canadian ports, excepting those landing at Portland, Maine, during the winter months. A circular has been sent also to all booking agents accredited by the Dominion Government, both in the United Kingdom and on the Continent, informing them that the only persons who should be advised to come to this country at the present time are those who are willing to work as farmers, farm labourers, or on railway construction work, and, in the case of females, as domestic servants.

The Canadian Disputes Investigation Act.

One of the most successful items of the Canadian legislation of recent years has been the Industrial Disputes Investigation Act of last session, better known as "Lemieux Act," which is now attracting favourable notice far beyond the bounds of the Dominion itself. Since the law in question went into force, providing for the appointment of Boards of Investigation into all industrial disputes which threatened the operation of coal mines, railways, tramways, telephones, telegraphs and other public utilities, twenty-seven of these investigations have been held, and all disputes with one exception fully settled, strikes being thereby completely averted or immediately terminated. Mr. W. L. Mackenzie King, Deputy Minister of Labour, was recently in Washington as the guest of President Roosevelt, and found that wide-awake gentleman deeply interested in the results already achieved by this Canadian law. At the request of President Roosevelt, Dr. Victor S. Clark, an agent of the Department of labour in Washington, has been commissioned to visit Canada to investigate the working out of the Industrial Disputes Investigation Act with the object of introducing, if it is thought well, legislation along the same lines in the American Congress.

Canada's Embryo Navy.

An appropriation of $10,000 has been passed to provide for the organisation of a Naval Militia in Canada, and the expenses of using the Government cruiser *Canada* as a training ship. The Minister of Marine explained that some years ago when the *Canada* was built it was arranged to have a certain number of young men on board that vessel trained in gunnery exercise and seamanship. The intention of the Dominion Government is to extend that service and to form from the Canadian fisheries protection service, the nucleus of a naval militia. A cruiser similar to the *Canada* is now being built for service on the British Columbia Coast, and when she is finished she will be used for the same instructional courses as the *Canada*. It is the intention of the Government to carry out a similar policy in regard to the cruiser *Vigilant* on the Great Lakes, and, in fact, all the boats in the fisheries protection service of the Dominion. Appointments therein will be made solely by merit.

The Postmaster-General has announced that a Bill will be submitted to Parliament at the present session to reduce the rate of postage on drop letters from two cents to one cent an ounce.

The Minister of Militia has informed Parliament that steps are now being taken to secure the manufacture in Canada of bayonets for the Ross rifles with which the Canadian Militia are being armed. The Lee-Enfield bayonet, which has been in use heretofore in Canada, does not fit the Ross rifle. Twenty bayonets, however, made according to a pattern suggested by the Department of Militia, were last summer placed in the hands of troops for trial and were found perfectly satisfactory.

The Canadian Government has granted to the United States Government the privilege of sending another war vessel, the *Nashville*, through the Canadian canals to be used on the Great Lakes. The *Nashville* is to be used for the training of the Michigan Naval Reserves.

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THE OLD TRAIL.

No. 3—A Summer's Railroading on the Prairie.

By "WESTERNER."

Part I.

THE desire for continual change, which is so integral a trait in the character of the born tramp, is no less closely woven into the nature of that other vagabond, the adventurer from necessity. One heritage of those wandering years is the strange tugging at one's heart-strings that, coming regularly with the return of each successive spring, impels one to be up and away to shake off the dust of one's last resting place, and revel in change of scene and of occupation.

How plainly I remember the nervousness that assailed me during the first warm days of spring in that shut-in river valley, when the rays of the hot sun, shining down through the heavy timber, melted the snow on the roads and around the camps, bringing to light all the untidiness of the past winter. The resinous spring smell of the firs and the sight of running water in the river urged far more strongly than any words the plea of the open prairie. The drumming of the partridges (willow grouse) which, tamed by our constant presence during the winter, now came boldly out and collected the crumbs after lunch and then strutted proudly along the late-felled, rough-barked, fir log, spoke of Nature's impending change, and a pungent whiff of smoke from the camp stove-pipe brought to one's nostrils the scent of fresh-burned, ash-blackened prairie, washed by the driving rains of spring, and changed fitful desire into compelling necessity.



Photo by] A "HUSKY" LOT OF RAILROADERS. [E. C. Blair.

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There was no fear of lack of employment ahead of us. The Calgary and Edmonton railroad was to be built that summer, and men were scarce, so we boarded the east-bound train for Calgary again, and in twenty-four hours had exchanged the close breath of the mountains for the keener, freer air of the open country.

Alberta was in those days a prohibition territory, so at the summit of the rockies the train was boarded by red-coated mounted policemen to search for and apprehend possible whisky smugglers. One of our party, looking for fun, had brought with him a small whisky-keg, partly filled with water, and now ostentatiously concealed it under a roll of blankets. Upon him and his keg pounced the constable, and a heated argument followed. "Water! Don't sling me any 'guff' of that sort. Come along with me." But the "lumber-jack" protested stoutly, so a gimlet was sent for and a cup brought, and some suspicious-looking fluid drawn off. The lucky man whose business it was to taste it was an object of great envy to the rest until he had tasted it, when, from his torrents of disgusted ejaculations, it was evident that whatever it was, it was certainly not "Rye," and the force retired among the jeers of the whole car. Just then a shout proclaimed that two black figures were to be seen heading back up the track for British Columbia and freedom, each with his keg slung under his arm, and so the hue and cry took a fresh direction, and we late suspects, now innocent passengers, proceeded on our way unmolested, drinks being produced from all the



A PRAIRIE CUTTING.

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palpable hiding-places which had entirely escaped notice during the supposed capture.

Calgary was a queer place that spring. The old trading post and ranching town was overrun by railroaders and their "outfits." The various sub-contractors pulled in on the trains from the east, unloaded, and assembled their wagons, wheel-scrapers, carts, and such like, and, hooking up their teams, pulled off north to take up each his own contract on the new line.

Prairie railroad construction is a business by itself, followed year after year by many men, first in one district and then in another.

Here were Sandy and Hugh Mann, brothers of Dan of that ilk, who was already a leading member of the firm contracting for the whole branch. They had an outfit of some fifty or sixty teams, taking five-mile contracts at a time. So also were Carlin, who, turning lumberman in winter and railroader in summer, was reported to be continually making money at one job and



Photo by] A GOOD TEAM AND A HEAVY PULL. [E. C. Blair.

losing it at the next, Keith, McCrimmon, and a host more of them, all well-known names in the building of the Canadian Pacific Railway and the then recent railroad construction in the Western States.

All wanted men, and were starting work as soon as the frost was out of the ground; so times were good for the man of his hands, and none who would work need fear enforced idleness. There seemed to be no better way of seeing the country than by helping to build a railroad clear through the heart of it; so we enrolled ourselves among the noble army of teamsters and scraper-holders and started work again immediately. The line of the road had been surveyed the summer before by the engineers, and the right of way cleared through each patch of bush. On the open prairie, every hundred feet, there were driven three pegs abreast of one another. The centre of the three showed the direct line of the grade to be built, and on it was marked either the height of the necessary "dump" or the depth of the proposed "cut" at that point, the two outer pegs marking the width of either the bottom of the grading or that of the top of the cut. Outside these again on each side were other pegs, fifty feet distant from the centre, marking the width of the right of way which might be used by the railroad.

First came the teams and the ploughs, turning up the sod on each side of the grade stakes. The centre peg was replaced with a stout stake, the top of which was the same height from the ground as that marked by the surveyors on the original peg. As soon as the sod was turned, the scraping teams followed the ploughs, scraping the tough sod into line, and rapidly building the "dump" itself. Each hundred-foot space is called a "station," and two teams are told off to each station with one man to hold (i.e. fill, etc.) their scrapers. Woe be to the unlucky teamster who carelessly tears down the grade stakes; on him falls swiftly the lynx-eyed foreman, who, shovel in hand presides over the operations of every twenty or thirty teams; and woe be also to the equally unlucky scraper-holder who digs his "slusher" in too deeply and lets it "flip" over unfilled. So the monotonous circling of the teams keeps on hour after hour, day after day, when one station is built moving on to the next unoccupied one, filling that, and moving on again mile after mile.

A railroad outfit with a five-mile contract generally camps as near the middle of it as possible, so as to avoid useless travel to and from work morning and night. A big outfit presents quite the appearance of a military camp. Generally the cook's "shack" is built of lumber, sides and roof already nailed together, so that it can be put up or taken down in a minute or two. Near by the cook's wooden palace is the big dining tent, with its rows of trestle tables and tin plates, cups, etc., well washed after each meal by the "cookees," and turned upside-down on the table ready for the next meal. Then the office tent, where dwell the "bosses" and the timekeeper, who generally runs the "van," as the store of boots, socks, overalls, shirts, gloves, tobacco, etc., is invariably called. Then the big horse tents, with room maybe for 100 horses in them, and perhaps a hospital tent, with a vet. in charge, for resting overtired, strained, or sick horses, and all around, inside the inevitable fire-break, the little two- or three-man tents for the men.

It is marvellous how quickly such a camp rises. The long string of wagons pull in to the appointed place, and all hands go to work. The cook's hut first, and then the big dining tents. By the time the men have pitched their own tents and discovered and spread out their rolls of blankets, food is ready, and "grub pile" is being shouted by the "cookees." Sunday is a favourite day for moving, as it is a whole day saved which would otherwise be idle. A ten-hour day is the rule; breakfast at 6 a.m., unless the work is far away; by seven the teams are all standing at their scrapers and waiting for the foreman to shout "Hook-up," while hearty curses are bestowed on any one who is a minute late, as the time is taken invariably from the "hooking-up" of the last team. The whole force swings into motion for another five-hour stretch. Dinner from 12 noon till one. Then five hours again, unhook at 6 p.m., and back to camp for supper and bed. The rate of pay then was about $25 to $30 per month and board, varying according to whether one was a teamster or scraper holder, and also to one's ability to do work quickly and well.

Personally, I never made a bargain for my wage, or even for a job. I arrived on the grade when work was going on, and strolled along to where the dirt was being taken from a deep cutting with wheel-scrapers and dumped into a big "slough" that the grade ran through. Just as I got there the man who was dumping the wheelers was struggling to dump a load which was too heavy for him, and I ran hastily up to lend a hand. Knowing nothing whatever of the job, I seized the end of the long lever sticking out behind, and heaved with all my might. Up it went, catching in the waistband of my overalls, and up I went too, till, when it shut up with a clang, I was shot off, as out of a catapult, over the heads of the horses, who kicked wildly as I passed, soaring through about fifteen feet of air splash into two feet of muddy water on my back.

"What in Hell did you do that for, Charlie?" was the surprised question.

"Oh, just to keep you looking happy, I guess."

"Well, shake the mud out of your ears, and get right to work, since you seem to like it." And so I started in on my railroading career. *(To be continued.)*

Mr. Bruce Walker, formerly Canadian Immigration Agent in London, has made an official report, in which he condemns the methods employed by charitable organisations engaged in sending emigrants to Canada.

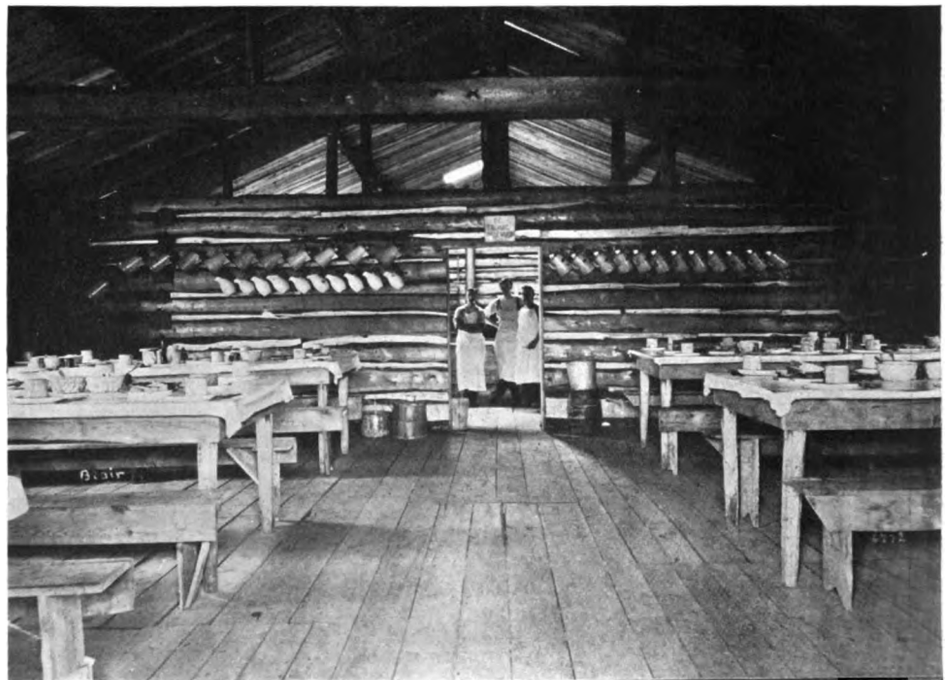


Photo by] READY FOR THE HUNGRY HORDE. [E. C. Blair.

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Domestic Industries among the Indians.

BASKET-MAKING AND LEATHER-WORKING.



INDIAN TOBACCO BAG FROM MACKENZIE RIVER.
Made of Skin from Swans' Feet.

ONE of the earliest practices of the human race was the making of receptacles for carrying and similar purposes of woven twigs, rushes, or grasses. The introduction of earthenware and metals caused the number of articles made of basket-ware to become considerably less, and as the centuries passed by, the art became almost obsolete in civilised countries. Yet in far-off corners of the world, among savage people, it flourished and developed so that the productions from those quarters, when examined by the inhabitants of more civilised countries, are regarded with wonder and admiration, both for their symmetry, design, colouring, and usefulness.

The aborigines of the Canadian Pacific coast are especially clever in many kinds of basket work, though the inland tribes practised the art more or less. The actual weaving is always done by the women, while the men prepare the materials. The various tribes produce different kinds of work, although the same materials are invariably used. Ages spent among the great forest lands of the north have taught the Indian everything worth knowing about the properties of the trees and grasses and their adaptability for this work.



BASKET-WORK OF THE INDIANS OF THE FRASER RIVER, COLUMBIA RIVER, AND QUEEN CHARLOTTE ISLANDS.

For the frame-work of the baskets, cedar roots, remarkable for their toughness, are used while for the weaving the roots are carefully peeled and cut into smooth even strips from three to four feet in length, about a quarter of an inch wide, and a sixteenth or an eight of an inch thick. The smaller roots are similarly prepared, and bundles or sheaves, containing from eight to thirteen, or more, of these fibres are strongly bound by the weaving strip to the framework of the basket. The foundation of the work having been completed, infinite pains are taken with the task of encasing the frame with a polished outer coat. Tough grasses bleached white are woven upon the frame-work, stitch by stitch, giving the regular effect of the grains of an ear of corn. The rich brown bark of the wild cherry is used effectively in the decoration scheme, a touch of variety being given by staining a portion of the bark black with a dye whose intensity only deepens with age. An admirable feature of this basketry is the pains bestowed upon every detail of the work. The quality to which the weavers attach most importance is strength, which they endeavour to combine with beauty of workmanship.

The decorative designs employed are of almost classic beauty. On one basket, for instance, may be seen a perfect Greek fret design; on another symmetrical spirals adorn the upright sides, defining an Ionic volute; a third is relieved by interlaced crosses, the patterns being all carried out in shining brown or glossy black.

The tools used by the Indians consist only of a long knife for cutting and as a planer, and a sharp stiletto-like tool for piercing the warp or foundation of the work, to admit the pointed end of the smoothed and polished weaving strip.

The basket makers may be said to belong either to the Alberni tribe, sometimes called the Nootka Sound Indians, or to the West Coast Indians, better known as the Fraser River Indians, a branch of the Salish stock.

The work of the Fraser River Indians is much sought after on account of its great durability. Baskets made in the year 1858 have retained their shape and colour so perfectly as to be scarcely distinguishable from the work of yesterday, though the basketry of later date is marked by a distinct advance in grace of outline, and in the beauty of the conventional designs for decoration.

The oldest design of the Fraser River basketry is the "ollillie" (berry) basket, in shape an inverted square pyramid, much ingenuity being shown in varying the arrangement of black and brown in the scheme of ornamentation. Many of these "ollillie" baskets are quite watertight, and are used as water containers. When filled with "ollillies" the baskets are carried upon the backs of the women, and are firmly held in position by a finely woven strap fastened about the head.

The weaving of the Alberni Indians is remarkable for a certain characteristic grace, due to their materials being cut into very fine strips. Thus they are able to make baskets of lace-like fineness, among the products of their skill being woven fruit stands, flask cases with removable tops, photograph baskets, card receivers with beautifully curved pedestals, field-glass cases, and baskets shaped like Pompeiian vases.

The Alberni and the Sechelt Indians employ red, yellow, blue, and green pigments to stain the fibre used in ornamenting the baskets, the colours being employed sparingly and effectively.

As for the basketry of the tribes in the interior, birch bark is principally used, though baskets made of coils or plaits of sage brush and various barks are occasionally seen. The woven basketry of splints is made chiefly by the Thompson River and Lillooet tribes, and to a less extent by the Chilcotins and Shuswaps. The style is known as "coiled." For ornamentation these tribes use grasses and bird cherry bark, which are frequently dyed various colours. The designs for ornamentation are usually symbolic, and, being either animal or geometric, are often novel and, at the same time, artistic. The types of the basketry of the interior are of quite different workmanship and design from those of the Pacific coast.

All the products arranged in the photograph we reproduce are not, of course, basket work; those that are may be readily noted. The baskets on either side are the "ollillie" carriers, which are so carefully woven as even to hold water, while on the chair on the right may be seen, standing in another basket, a "papoose" basket, as the Indians call their cradles. The baby placed in this little bed may either be carried in an upright position upon the mother's back or swung from the branch of a tree or a tent-pole.

Among the other domestic industries found among the Indians are the making of leather goods and their decoration with beads in all kinds of designs. Some illustrations of specimens of this kind of work also accompany this article. The magnificent robes, embroidered with many coloured beads and threads, and enriched by eagle feathers, which were worn by the chiefs and prominent braves, were all the work of the Indian women.



A LEATHER PURSE, WORKED WITH SILK.
From Norway House, a northerly Hudson Bay post.

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MR. KIPLING'S CANADIAN HOLIDAY.

It is understood that Mr. Rudyard Kipling will spend the coming summer on Prince Edward Island, the guest of Dr. Andrew McPhail of Montreal, a native of Orwell, in this Province. Dr. McPhail took a prominent part in the reception tendered to Mr. Kipling on his visit to McGill University, when he made a tour of the Dominion last year.

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CANADA'S ALL-RED RAILWAY.

Interview with Mr. H. R. Charlton.

Mr. H. R. Charlton is the manager of the publicity department of the Grank Trunk Railway System and its rapidly-growing offspring, the Grand Trunk Pacific, which is to be the keystone in the arch of the All-Red Route. As such he occupies a position the possibilities of which are better understood by railway men on the other side of the Atlantic than by those who are charged with the management of British railroads. Some day, no doubt, the latter will recognise the great advantages to be gained by appointing an official whose whole duty it is to frame and carry out a well co-ordinated policy of publicity. But when that day comes they will find it difficult to find a man of the type of Mr. Charlton, who is not only an encyclopædia of information set forth in pithy picturesque language, but has the gift of gaining the friendship of all sorts and conditions of travellers—especially journalists on tour, who find him an indispensable travelling companion. As we all know the man who made the "All-ready route" was a certain George Ham, a colossal personality in comparison with whom the other officials of that railway system shrink into insignificance. Well, Mr. Charlton might be defined as a twentieth-century George Ham in his capacity of cicerone. The saying is a compliment to both, and what more can *Canada* say?



MR. H. R. CHARLTON.

In a conversation with Mr. Charlton a representative of this journal discovered, in the first place, that the industrial depression in Canada had been much exaggerated. "The recent American financial crisis has practically not affected the prosperity of the Dominion. The outlook for the near future is very bright. There will be any amount of opportunities for workers on the land this year, and also for men suitable for railway construction work. The English emigrant, particularly if he has money, should spend some time in Ontario, so as to learn the methods of the country before proceeding to the West."

Turning to the subject of railways, Mr. Charlton commented on the civility of all the employees on the English lines, and on the excellence of their road-beds. "As regards these qualities," he remarked, "the Grand Trunk System is certainly the best railway in Canada. We insist that all our employees should be courteous to passengers, whose comfort must be their chief consideration, and you will find nowhere on our lines the rudeness—an unnecessary and unprofitable vice—which is so unpleasant to travellers on some of the American railways. As to our road-bed, it is not excelled by that of any other system of the North American continent. We have the only double track in Canada, and the longest continuous double track line under one management in the world. Last year we carried 2,000,000 more passengers than any other Canadian line, and nearly 2,000,000 tons more freight. Our tourist traffic has been multiplied five-fold since 1901, and such Canadian beauty spots as are to be found in the Muskoka region are becoming very popular with American visitors. When their charms of scenery and open-air life—here the visitor is living in the primæval land and is yet in touch with civilisation—and marvellous sporting facilities are better known in this country, we hope to get many British visitors. A point to be remembered by the British sportsman is the moderate cost of a sporting expedition in, for example, the Highlands of Ontario. Why should he spend £500 or more on an expedition to the Himalayas when for one-fifth or less of that sum he may shoot big game in Canada?"

Of Canada's new transcontinental railway, the Grand Trunk Pacific, Mr. Charlton had much to say. "It is the greatest thing in Canada to-day. It will be 3,600 miles in length when finished, and will provide the shortest, safest, and swiftest route between the Atlantic and the Pacific. It will run entirely through Canadian territory and at a safe distance—safe from the strategic point of view—from the international boundary. Its gradient will be lower than that of any other transcontinental line—only four-tenths of one per cent. With the same amount of power we shall be able to haul at least twice the freight that any other line across the continent can haul. The fact that it will save two days in crossing North America must make it the overland portion of the All-Red Route. We hope to have the line from Edmonton to Winnipeg open in the fall, so as to be able to handle the next crop, which should be a good one."

The Grand Trunk system is not so well known in Great Britain as it ought to be. As regards accidents, the Grand Trunk has a cleaner record than that of any other line on the continent, and its example will be followed by the Grand Trunk Pacific. The interview was terminated by the arrival of Mr. Cy Warman. That writer of admirable railway yarns told a tale of a New Yorker who was deprived by the irony of circumstances of what should be every mortal man's privilege—the right to attend his own funeral. Whereupon the interviewer withdrew.

GRAPHITE IN CANADA.

A Valuable Monograph.

The Department of Mines of Canada, of which Dr. Eugene Haanel is Director, has issued a monograph on the mineral "Graphite," written by Mr. Fritz Cirkel, the well-known mining engineer of Montreal. In this treatise special attention has been given to the Canadian graphite deposits, their geological character, their distribution, and their economic usefulness, with special reference to the different qualities of the mineral as found in this country. Most of the graphite mines are found in the vicinity of Buckingham, Que., in the township of Buckingham and Lochaber, where now several mills of the most modern design are in operation. Investigations conducted both in the United States and abroad have demonstrated the great adaptability of the Canadian varieties for the manufacture of crucibles, and also for pencils. Canadian graphite in respect to combustibility can claim equality with the mineral now so largely used from Ceylon, while some varieties, on account of their special physical qualities, and their exceedingly fine crystallisation, are well adapted for the manufacture of pencils. The purity and uniformity of the crystalline or flake products give the Canadian mineral first rank amongst lubricating graphites now offered in such large varieties, commanding the highest prices.



AN OUTCROP OF GRAPHITE IN BUCKINGHAM, LABELLE, Q.

It is further stated that hitherto sufficient attention has not been paid to the exploitation of the large graphite resources, especially in the Province of Quebec. Graphite deposits lie dormant, which, as far as size, character of the occurrence, and quality of the mineral are concerned, compare very favourably with the great graphite resources of the Bohemian forests, where large, well-equipped mines and modern graphite refineries are established. New discoveries have been made in Labelle, Que., recently, and it is reported that some of these deposits, only partly developed, exhibit very large quantities of the purest mineral.

The report deals also with the occurrences of graphite in foreign countries, statistics and status of the industry, dressing and refining and the various applications of the mineral. We learn from the statistics presented that the value of the world's total production of graphite for 1903 is placed at $4,343,691, in which Canada participates with only $23,745.

The book is profusely illustrated, is accompanied by ten maps, and covers about 300 pages. It is pointed out that on account of the great secrecy observed on the part of those who are engaged in the refining of the mineral it has been very difficult to collect reliable data, and this might also account for the fact that there is so very little published on this mineral. It is claimed that the book just issued is the only one in existence which treats the mineral from so many view-points, and the Mines Branch has spared no efforts or means to make this publication what it is really intended to be, namely, a reference book and an aid to the practical miner, the business man, and the engineer.

This monograph is the fourth book issued by that Department which treats economic minerals in such a practical manner. Reports of the character of the one issued on graphite cannot help but give a powerful stimulus to the development of the vast, dormant-lying mineral resources of the Dominion.

An Imperial Sports Club is being formed under the presidency of Lord Desborough in connection with the coming Olympic Games and Franco-British Exhibition. A large number of competitions are being arranged for in all branches of amateur sport. The honorary secretary is Mr. J. Wilson Taylor, the secretary of the Bath Club, and the offices for correspondence are at 8, Bayley Street, Bedford Square, London.

An Imperial Conference is being organised, and in connection with it a committee is being formed for the purpose of inviting to London the editors of the principal newspaper in the Empire. Lord Burnham has consented to act as president, and among those who have joined the committee are Lord Northcliffe, Mr. Harry W. Lawson, Sir George Newnes, M.P., Mr. C. Arthur Pearson, Mr. Frank Newnes, M.P., and Mr. W. Hugh Spottiswoode.

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THE NEW NORTH WEST.

The Extent and Richness of the Peace River District.

(Special to "Canada.") Photos by W. W. SHORT.

Third Article.

THE Peace River County of which we write is the happy hunting-ground of prospectors and explorers. For many years past the crude congealed petroleum has been used for caulking boats by the Hudson's Bay Company, and the petroleum resources of the country have been reported on most favourably in the Dominion Geological reports of 1884, 1896, and 1898. There is no doubt that



THE COUNTRY TO THE NORTH OF DUNVEGAN.

the enterprise of developing these resources is, under the present conditions, extremely difficult, but the development of the country at large is moving so rapidly that within a few years railway transportation facilities will be provided, and the early pioneers will reap a rich and richly-deserved reward.

The lakes and rivers are full of fish of high excellence, white fish of great size and thickness, maskalonge weighing from 12 to 15 lb., and also large delicious lake trout, being among the best varieties. A fish company is already in operation at Calling Lake, which expects to export large quantities. No country in the world is entirely without drawbacks, however, and the beautiful Peace River Valley is no exception to the general



A ROUGH ROAD, OVER WHICH DRILLING MACHINERY, WEIGHING 40 TONS, WAS DRAWN BY HAND POWER.

rule. In common with all unsettled parts of northern Canada, it suffers from a plague of mosquitoes, which virulent little insects literally swarm during the summer months. These will give way in time to settlement, no doubt, as that is the experience of the present North-West Provinces, while the wolves, which are reported as being sufficiently numerous to cause considerable trouble and annoyance, will not last long when opposed by the rifles of the hunters and sportsmen of the future.

This, then, is the "Next West" of the immediate future. The country whose rare value and possibilities has been as yet overshadowed by the rush to the nearer of Canada's vacant lands. Its marvellous fertility and potential value cannot be more than outlined as yet, but it is an aid to those who wish to realise and understand the great and rich heritage of undeveloped country which Canada still possesses to reflect that this district of which we speak lies 1,000 miles closer to British markets by way of Hudson Bay than the present Golden West by the route of to-day. Slow has been the development of this district as yet, and slow it will be for some considerable time, until the inrush of emigration has populated the district at present in course of settlement. But the consideration of its potentialities and the possibilities of the enormous expanse of country of which it is but a tiny part, must give pause to those who announce too loudly that the Last West is now in sight.

A committee was last year appointed by the Government to investigate the possibilities and resources of the land in Canada north of the settled portions of the Dominion, including Ungava, Keewatin, and the Mackenzie basin, which last includes the Peace River district. Their report, which is just issued, fully substantiates all statements which have been made concerning the wonderful fertility and charm of the Valley.

According to one witness, who has had exceptional opportunities for familiarising himself with the country and its resources, there is in the Peace River section of this country as much good agricultural land fit for settlement, and yet unsettled, as there is settled in Manitoba, Saskatchewan, and Alberta to-day. Mr.



HAULING HEAVY MACHINERY BY HAND-POWER: THE MOSQUITOES ARE HELPING.

W. F. Bredin, Member of the Alberta Legislative Assembly, who resides at Lesser Slave Lake, after a careful computation, estimates the area of agricultural lands available in the unorganised territory of Mackenzie and Northern Alberta at not less than one hundred million acres. Mr. H. A. Conroy, of the Indian Department, who has been travelling through the country for eight or nine years, gave some interesting details. From the south-east end of Lesser Slave Lake (he said) to the valley of the Swan Hills, is a beautiful country, some portions heavily timbered, other parts open. The finest grass in the world grows there, blue top, some of it six or seven feet high. The basin all around the lake is fine agricultural land. The blue grass grows on the high land, not in sloughs. It is very good grass, and does not form sod. Probably four tons to the acre would be an average crop. There is a good deal of open country all around the south side of Lesser Slave Lake. About forty miles north there is some twenty miles of a rolling prairie country. The feed is excellent. The Prairie River country is the finest piece



THE FALLS OF THE PEACE RIVER AT FORT VERMILION, GIVING ENORMOUS WATER-POWER, WHICH WILL SOME DAY BE HARNESSED.

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of the North-West that Mr. Conroy has seen. Most of it is level and open with nice bluffs of timber, mixed with some spruce and poplar. Between the Little Smoky River and the Slave Lake the country is open. Along the banks of the Smoky is very tall fine spruce timber. The country north of Dunvegan, all along the river, is fit for agriculture on both sides, and for a long distance back.

The evidence given by Mr. Bredin is fully as favourable from an agricultural standpoint as that given by Mr. Conroy. His judgment is that from the mountains to Peace Point, a distance of seven or eight hundred miles and for an average of seventy-five miles back on each side of the Peace River, there is a tract



DUNVEGAN FROM THE SOUTH BANK OF THE PEACE RIVER.

of land fully equal to the soil on any similar length of the Saskatchewan. A great deal of it is clean prairie, especially on the north side, the balance being covered with scrub and small timber. With regard to its possibilities for ripening grain and vegetables, Mr. Bredin said that on his own ranch at Grand Prairie he had raised vegetables and oats every year for six years. He has had cattle there for five winters, and the average length for feeding them during the five years was six weeks each winter. All the country is good for stock. Both slough and upland hays are abundant. Pea vine and all the usual North-West small fruits grow there. At Lesser Slave Lake they have had magnificent crops.

Mr. F. S. Lawrence, of Fort Vermilion, showed the committee a sample of No. 1 hard wheat raised in the Peace River country in 1906. It was an average sample of the 22,000 bushels held, at the time he obtained it, in the Hudson's Bay Company's mill at Fort Vermilion. The grain raised there for some time past has been of the quality known as the Ladoga. This has changed so materially from the sample originally obtained from the Ottawa experimental farm that it now bears no resemblance, the original stock being a soft wheat, while the sample produced is as hard as Red Fife.

As to the soil, many supposed that the Peace River Valley, as a valley, was a low-lying section of land in the bottom of the river.



THE CONFLUENCE OF THE PEACE AND SMOKY RIVERS.

Mr. Lawrence has farmed at Vermilion for over twenty years, and has never had a failure in wheat in that time. There is no rush. He has raised as high as 66 bushels of wheat to the acre. That was his biggest yield, and was accomplished without the aid of fertiliser.

All the witnesses were agreed as to the great quantity of timber to be found in the Peace River country and adjacent territory. The spruce is large and fit for saw logs, some being three feet across the stump. All the rivers have belts of timber on their banks except where the fires have destroyed it, and most of it is spruce and black bark poplar, the latter growing quite large, as much as three to four feet through the stump, at times.

(To be continued.)

The sum of $20,000 has been collected in the Diocese of Huron for disposal by the Pan-Anglican Congress which is to be held in England this summer.

COBALT: PRESENT AND FUTURE.

Interview with Mr. Frank C. Loring.

(Special to "Canada.")

Few men are able to speak on the Cobalt mines with the authority of Mr. Frank C. Loring, of Toronto. As a mining engineer, Mr. Loring has a reputation for integrity gained through many years' association with the mining industry of the North American continent, and has done much to help in the legitimate development of the world's richest silver district.

Mr. Loring is staying at Queen Anne's Mansions, London, in connection with business matters, and a representative of *Canada* took the opportunity of discussing with him that ever-interesting topic—the present and future conditions of Cobalt.

"In many respects," said Mr. Loring, "Cobalt is unique. It has the highest grade average of ore of any silver camp in the world. Last year it produced between 15,000 and 16,000 tons, equalling 10,000,000 oz. This works out to 650 oz. per ton, notwithstanding the fact that a large part is simply country-rock with ore too fine to sort. The actual average value of the ore itself would be considerably over 1,000 oz. per ton. Another remarkable fact about Cobalt is the large number of veins. In this respect it is very similar to Cripple Creek, Colorado, the largest gold camp in America. The geological formations are in both cases equally complex. The formations at Cobalt are locally known as Huronian, Keewatin, and diabase. It was at first presumed that the rich ore existed only in the Huronian, but, during the past year, developments have shown that a goodly number of the veins continue from one formation to another, and that the ore does not necessarily cease with the change of formation. In fact, all of these formations carry veins of rich ore. Although many of the veins will not run to a great extent, a good proportion will, and in many cases if they play out they will come in again.

"Cobalt at beginning was one of the greatest poor man's camps on earth. Wherever silver is struck it can be sold right away and money paid over. Then there is its great accessibility. It is only an eleven hours' journey from Toronto and twenty-six hours from New York City, and has all along enjoyed the distinct advantage of springing into existence, not before the advent of a railway, but after—a very rare occurrence for a mining camp."

"What is the extent of the mineral area in that region?" asked our representative.

"In Cobalt the mineral area extends about eight miles east and west and three to four miles north and south. But the mineral wealth is not confined to the immediate vicinity of Cobalt. In the districts of Montreal River, Temagami Reserve, Larder Lake, Abitibi, Night Hawk Lake, and the Quebec country, along the line of the Temiskaming and Ontario Railway for a distance north of seventy-five miles there are gold, copper, silver, lead, molybdenum, and undoubtedly other metals. In a general way I do not know of any country more worth attention from the prospector."

"It has been suggested, Mr. Loring, that certain of the producing mines are over-capitalised. What is your opinion?"

"The twelve to fifteen mines which are on a paying basis are, on the whole, not over-capitalised; but, on the other hand, many of the 'prospects' are excessively so, and many others have a very infinitesimal value. During the last six months, however, I am glad to say that these latter have been entirely wiped off the slate and exist only in the minds of unprincipled adventurers. There have been too many 'wild cat' schemes foisted on the public of late, and harm has been done to the camp."

"What reasons do you give for the ephemeral nature of the Cobalt boom?"

"A strong factor was the forfeiting of the option on the Nipissing mines by the Guggenheim Syndicate. That, combined with the general depression, and the flotation of numerous worthless companies caused a reaction. But that reaction has no bearing on the merits of the camp. The production is steadily increasing. For the two and a half years ending 1906 the production was about 7,000,000 ounces. For 1907, notwithstanding the fact that during the entire summer a strike was on, materially affecting the amount, the production was about 10,000,000 ounces. These figures do not include the low grade ores placed on dump for treatment by concentration or otherwise—at least 25 per cent. In 1908 the monthly productions are greater than those of 1907, and as development continues and concentration is adopted the increases will be very considerable. In addition to this the amount of ore reserves has been enormously increased. In fact, there has been no effort made until within the past year to create reserves. Now they are to be considered."

"The future of Cobalt seems bright?"

"Most assuredly it is," replied Mr. Loring. "The camp has now reached the stage of steady development and permanent production. And in time, when other smelting companies from Europe and elsewhere will be in the market for silver, the present method adopted by the two smelting companies—one in New Jersey, U.S.A., and the other in Copper Cliff, Ontario—which the miners regard as inequitable—will be changed. The result of a monopoly in smelting is that only silver is paid for. When other smelters are erected better prices will be paid and allowances made for other metals. Another point to be remembered is that so far the revenue from Cobalt has entirely depended on silver. No account has been taken of Cobalt nickel and arsenic. The mines have erected power plants for machine drilling. About $1,000,000 worth of machinery have been installed during the past twelve months. The former method of open cut mining has been entirely abandoned, and all the mines are now operated by means of shafts, or tunnels, and levels driven on the vein. Overhead stoping is now the universal rule, and the mines are timbered. Four concentrating plants are in operation; as many more are in process of construction, and others are about to be built. Yes, the future of Cobalt is very bright."

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A GRUMBLER IN CANADA.*

At a first glance this book strikes the reader as a frank and outspoken criticism of certain features in Canadian development, from which something might be learnt on the principle that "onlookers see most of the game." In his preface Mr. B. Stewart, who has written a book about Cyprus and another on railway surveying, and is a civil engineer, remarks that "the following pages have not been written to gratify the Immigration Department of the Dominion, nor the various transportation companies, both land and sea, nor land companies, to whose great advantage it is to entice a population into Canada." So far so good—Canada is not a Canaan, and too much optimism in such works is as bad for the country as too much pessimism. But a careful inspection of the book shows that, in the first place, it is very largely composed of padding—an old article that appeared in *Truth* in the eighties, a twenty-page essay from the *National Review* on "The Englishman in Canada," long excerpts from histories and geography books, and a vast number of undigested quotations; and, secondly, that the author nowhere tells us just how long he stayed in the Dominion. Indeed, the only chapter in which the touch of the eyewitness unmistakably appears is that which gives the story of his experiences in some unexplained capacity in a small railway construction camp east of Winnipeg. In all probability his stay lasted for a few weeks only; if so, he belongs to the category of Britons who grumble at a country before they have lived in it long enough to understand what is going on there. Books of this kind, the authors of which do not definitely state the extent and nature of their experience, must always be regarded with suspicion, and never be allowed to become permanent inmates of a well-selected library. Here is one of Mr. Stewart's many warnings to the British Emigrant:—

Don't believe their stories about "free farms." There are no such things. My authority for this statement is an unfortunate individual who was induced to take a so-called free farm. You pay for the farm out of your labour and the produce from it. After some years, when you gradually pay off your debt, you may begin to call the farm your own and at length make a little money out of it, but not more than to make both ends meet. If an immigrant does land with sufficient capital to purchase a site for a farm from the Government, he will most likely be put on to a timbered patch, which requires clearing, and the timber cut down is taxed by them, so that the wretched owner makes nothing out of it, and if a certain amount is not cultivated within a given time the farm is seized and confiscated. To further handicap the farmer starting business, owing to the richness of the soil, his first crop generally comes up "black," etc.

This is a tissue of misrepresentation or misinformation, no matter which. A grumbler himself, the author has accepted the evidence of the other grumblers he met during his short visit. We think the man who undergoes hardships may be pardoned for a little "grousing," and the attempt in certain quarters to suppress honest criticism of Canada is not, in our opinion, a wise policy. But more than 200 pages of solid repining, without a single flash of literary ability is too much to stomach, and it is with a feeling of relief that we throw it all into that intellectual dustbin, the ordinary office waste-paper basket.

* "The Land of the Maple Leaf." By B. Stewart. (Routledge: London. 6s.)

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A SONG OF SEA-POWER.

The Rev. Walter W. Skeat, Professor of Anglo-Saxon in the University of Cambridge, contributes the following vigorous song of Empire to the *Standard*, which by the way, gives fuller and fresher information regarding Canadian affairs than any other of the great London dailies. The professor takes as his text the famous sentence in Bacon's Essay: "To be master of the sea is an abridgement of a monarchy."

I.

No foreign lands of alien speech
Our broad domains divide;
Our British ports speak each to each
Across a friendly tide.
From far Hong-Kong to Singapore
The course is safe and free;
Quebec is joined with India's shore
While Britain rules the sea!

Then build the ships and train the crews,
Whate'er the cost may be;
Such heritage 'twere shame to lose;
'Tis ours to rule the sea!

II.

Where'er far-reaching ocean laves
The last colonial strand,
Uniting seas their willing waves
Extend from land to land.
While Neptune's restless realm is ours,
The merchant's course is free;
He fears no force of foreign powers
While Britain guards the sea!

Then build the ships, etc.

III.

By seamanship this island rose
An Empire vast to claim;
And still the English language grows
In daily use and fame;
But should the weakened fleet give way,
Supremacy would flee;
And checked would be our slighted sway
By every hostile sea.

Then build the ships, etc.

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FRENCH-CANADIAN FOLK-LORE.

In the February issue of the *Canadian Magazine* appears a fourth instalment of Dr. Louis Fréchette's account of the folk-lore of the Quebec countryside, and on this occasion we are introduced to some truly terrific bogies. In the legend of Cadieux immortalised in the pathetic *complainte*, there is nothing to curdle the reader's blood. Cadieux was the illiterate young poet of the wilderness who, in order to save five canoes full of women and children running down the Ottawa, fired off his gun in the forests above the river and so attracted to himself the attention of the pursuing Iroquois. The whole story, down to the finding of Cadieux, half-buried in the grave he had made for himself, with his poetical farewell to the world written on a piece of birch-bark, and fastened to his breast, is absolutely historical. Only the white woman gliding through the mists and guiding the canoes through the terrible Seven Falls Rapids is legendary. Nor is the vision on foggy days of the wrecked ships of Sir Hovenden Walker's expedition in 1711 against Quebec—eight out of fifteen men-of-war were lost on the rocks at Pointe-aux-Anglais—such as to keep one awake at night. But the story of La Carriveau is surely the climax of all that is gruesome. Marie-Josette Carriveau was executed on the Plains of Abraham for the murder of two consecutive husbands, and after the execution her body was locked up in a man-shaped iron cage suspended to a tall gibbet on the heights of Levis. The suspended body soon became the subject of a thousand awful tales. All manner of goblins, evil spirits, and loups-garou met for the celebration of diabolical rites at the foot of the gibbet, and black nameless beasts stood there on their hind legs and grew and grew in stature till they could whisper in the ears of the corpse. Sometimes La Carriveau would come down from her gibbet and go clanking through the darkness to dance a saraband with Les Sorciers de l'Ile, the horrific monsters who dwelt on the Island of Orleans. What were these creatures? "Imagine a manner of Cyclops of infernal aspect," writes Dr. Fréchette, "with a mouth split from ear to ear, and a solitary rhinoceros tooth movable at will from one jaw to the other. Monster heads, with a single eye like a forge-fire under a blood-oozing eyelid. Toad-like abdomens, with long and filmy frog's feet, with arms like immense spider's legs, provided with lobster-claws. Add to all this the horns of a bull, forked tails, twisting and wriggling like a batch of snakes, and a breath rolling in sulphurous vapour from their nostrils, polluting the atmosphere all about for acres around." Surely these are the most fearsome bogies ever invented! La Carriveau's iron cage eventually fell into the possession of the late P. T. Barnum!

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INSTANTANÉ.

XI.—The Touring Journalist.

There were no frills, literary or the other kind, about him. He did not belong to the Harold Begbie type of impressionist, who wishes always to sound "big," scatters his adjectives like brickbats, and runs his silly little suburban foot-rule over the monumental makers of the Great Dominion. However, he had the one journalistic virtue which covers the multitude of literary sins of omission and sins of commission; his aim was at all times and in all places to write the truth, the whole truth, and nothing but the truth. The wondrous cinematograph of the Western landscape, the high, wavering, sea-like prairies, moved past the window, changing imperceptibly. But he did not look at it—for his first editor had told him to leave scenery and weather out of his articles. So he sat with his knees up and feet braced against the edge of the opposite seat, and on the writing-table thus improvised recorded the hard facts of the journey from North Bay to Winnipeg. In the crudest language—for he had no style, only a stylograph. For all that, he was worth all the Begbies that ever abounded. But as he wrote he heard the conversation of two old-timers hard by who were talking about Indians. Presently he caught the word "tepee," and ceased scribbling. A little later a look of deep sorrow clouded his face, he swallowed a rising "damn," got up suddenly, and went in search of a drink and one of George Ham's jokes. He needed consolation, remembering that he had written in his last article: "The most numerous tribe of Indians is the Tepees, who sometimes paint their faces red and are then ferocious."

Mr. Rudyard Kipling, who has been supplied from Ottawa with a mass of original matter, is at work upon a book on Quebec and the tercentenary for publication in England, and M. Hanotaux, ex-Minister of Foreign Affairs, is about to issue a somewhat similar one in France.

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GRAND TRUNK RAILWAY SYSTEM

Canada's Double Track Railway



GRAND TRUNK RAILWAY STANDARD PASSENGER TRAIN.

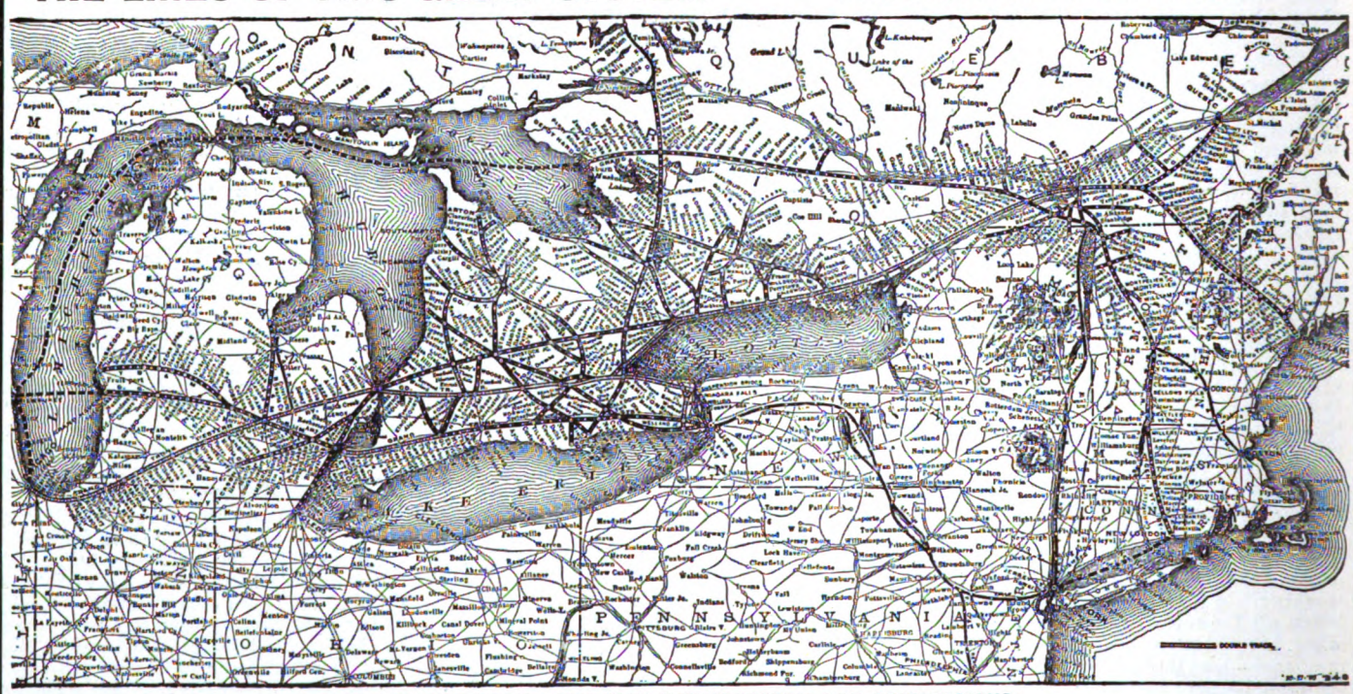
THE "INTERNATIONAL LIMITED"
The "Railway Greyhound of Canada" and the Finest and Fastest Train in the Dominion,
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Finest Roadbed in Canada. Courteous Attendants.
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MAP OF THE GRAND TRUNK RAILWAY SYSTEM AND CONNECTIONS.

The GRAND TRUNK RAILWAY SYSTEM issues Bills of Lading and quotes Rates of Freight Through
from Great Britain and the Continent to all the principal points in CANADA and the WESTERN UNITED STATES, in connection with the Steamships lines to Montreal in summer and Portland in summer and winter.

For further particulars and all information apply to
F. C. SALTER, European Traffic Offices
Colonial House, 20, Water Street, Liverpool. 44, 45, 46, Leadenhall Street, London, E.C. 75 Union Street, Glasgow.
General Offices: Montreal, Canada, and Dashwood House, 9, New Broad Street, London, E.C.

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PURELY PERSONAL

The Earl of Ranfurly is staying at Ottawa as the guest of Earl and Countess Grey. His lordship was Governor of and Commander-in-Chief in New Zealand from 1897 to 1904.

Captain the Hon. M. Parker, who has been ill for some time, has left England for Canada on a short visit to the Earl and Countess Grey.

Lord Strathcona has written to Mr. Keary, the Mayor of New Westminster, B.C., saying that he hopes to visit the Pacific coast in September next.

Sir Edgar Vincent, the financial adviser to the Khedive of Egypt, has just been visiting British Columbia on a tour of pleasure. During his stay Sir Edgar was entertained to dinner by the Canadian Club of Victoria. Speaking of the country, Sir Edward said:—"In common with three-quarters of mankind he had no conception that the winter climate was as mild as it is. Victoria and Seattle were so tied up with the development of Alaska that they were generally thought to be in the same latitude. No one could contemplate the wealth of forest, mine, and river without coming to the conclusion that this was the most favoured land in the world. Another asset of enormous value, although often little accounted, was the climate. The people here, he understood, claimed that it resembled the English climate. He would say it was like a second edition of an author's works revised and augmented."

Brigadier-General Otter has declined the command of the Fifth Infantry Brigade at Aldershot. He is likely to be appointed as Chief of the Staff at headquarters at Ottawa, whilst General Lake, who now fills that office, will be transferred to the position of Inspector-General during his last six months of office.

Mgr. Pascal, Bishop of Prince Albert, Sask., on his way to Europe, whither he is going to render an account of his administration to the Holy See, and also to visit his family in France. The diocese of Prince Albert is one of the largest in Canada, and the Bishop expects that in the near future a new diocese will be formed in Regina.

The Hon. Walter Scott, Premier of Saskatchewan, who has been spending some weeks in England and Europe for the benefit of his health, has been staying at the Hotel Cecil.

A marriage has been arranged between Captain Lord Frederick Blackwood, D.S.O., 9th Lancers, son of the late Marquis of Dufferin and Ava, and Miss Brenda Woodhouse, only daughter of Mr. and Mrs. Robert Woodhouse.

The Bishop of Sheffield and Dr. Mann, of Cambridge University, will be members of the party that will accompany the Sheffield choir to Canada in the autumn.

Mr. P. G. Mathews, of the *Montreal Star*, has accepted a position on the art staff of a London syndicate for the supply of high-class illustration work on magazines and periodicals.

Mr. Capper, the assistant editor of the London *Times*, recently visited Montreal in company with Dr. G. R. Parkin. His visit to Canada was understood to have been in the nature of a pleasure trip, and in search of novel experiences he spent a few days in a Quebec lumber camp.

Mr. E. A. Munro has been nominated by Dalhousie University as the Rhodes scholar from Nova Scotia for 1908. He has had a distinguished scholastic and athletic career.

The Executive Board of the Methodist Church has appointed eight ministers to go to different missions of the Church in West China. The ministers named are: the Revs. F. H. Langford, of Victoria College, Toronto; D. M. Perley, of British Columbia; A. Hocken, of Bermuda; H. H. Irish, of Mount Allison College, N.B.; T. W. Bateman, of Sedewick, Alta.; and the Messrs. P. M. Bayne, of Toronto University; M. A. Brillinger, of College of Pharmacy, Toronto; and A. T. Crutcher, of Prince Albert, Sask.

Mr. Alexander Bartlet, magistrate of Windsor, Ont., recently completed his fiftieth year of public service in that city, having been appointed as Clerk on February 13, 1858. He has served as Police Magistrate since 1878. Mr. Bartlet was born in Aberdeenshire, Scotland, and is in his eighty-seventh year.

The Hon. A. C. KILLAM, K.C.



The Hon. Albert Clements Killam, K.C., Puisne Judge of the Supreme Court of Canada, whose death we announced last week, will be best remembered in the Dominion by his earnest and successful work as Chief Commissioner of the Board of Railway Commissioners for Canada. Since 1905, when he was appointed to that position, the Board has been more than ever successful in performing the varied and important duties which awaited it. So well, indeed was its work done that the Cabinet has just decided to increase its powers and give it wider scope to deal with the many questions which are continually being raised by the growth of the Dominion and the development of its railways. It is much to be regretted that Mr. Killam, who has done so much to increase the importance of the Board, should be taken away at a time when his presence and advice would have been invaluable.

Miss Ethel Strickland, formerly an Anglican missionary in the Punjab, is at present in Ottawa on furlough visiting relatives, and is delivering addresses on mission work in India. Miss Strickland is an Australian by birth, but at an early age came to Canada.

Sir Gilbert Parker, M.P., will be the chief speaker at a meeting of the Chelsea branch of the Tariff Reform League at the Chelsea Town Hall on the 23rd inst.

A marriage has been arranged and will take place shortly between Lieut.-Commander W. Werden Wilson, R.N., H.M.S. *Ringdove*, eldest son of Vice-Admiral William Wilson and Mrs. Wilson, of Over Worton, Oxon., and Clyffe Pypard, Wilts, and Sophy Irene, younger daughter of Mr. and Mrs. F. T. Whittemore, Toronto.

The wedding has taken place of Miss Amy Sophia Mountstephen Nichols, only daughter of the late Mr. Wm. Nichols and Mrs. Nichols, of Montreal, and granddaughter of the late Mr. Wm. Nichols, Burton-on-Trent, England, and Mr. J. D. Schagel, of Cushing, Que.

At the annual meeting of the Royal Montreal Golf Club the following officers were elected:—President, Mr. Andrew MacPhail; vice-president, Mr. W. S. Clouston.

Mr. Thomas J. Drummond has celebrated his election as President of the Montreal Board of Trade by entertaining his colleagues of the Council at dinner at the Mount Royal Club. The guests included Messrs. A. A. Ayer, J. R. Binning, George Caverhill, J. Stanley Cook, W. W. Craig, Jas. Crathearn, Geo. Creak, J. S. N. Dougall, George E. Drummond,, John Drummond, C. C. Chipman, C. B. Esdaile, George Hadrill, W. Hanson, J. R. Kinghorn, Geo. A. Kohl, D. C. Macarow, J. T. McCall, Edgar McDougall, Alex. MacLaurin, Alex. Orsali, J. A. Richardson, F. Robertson, and Norman Wight. Mr. Drummond was the recipient of hearty congratulations, and special mention was made of the fact that he was elected president while on a visit in Europe.

BIRTHS, MARRIAGES AND DEATHS.

Announcements under this heading are charged for at a minimum of 3s., or 75c., for 24 words or under, every additional word one halfpenny or one cent, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

DEWAR.—On February 27, to Mr. and Mrs. A. M. Dewar, 131, Esplanade Avenue, Montreal, a son.

MARRIAGES.

GIBBONS—GAZE.—On the 3rd inst., at All Saints, Notting Hill, W., by the Rev. P. H. Leary, assisted by the Rev. T. G. Dixon and the Rev. H. Ridley, Charles Theodore Gibbons, of Cowichan, Vancouver I., son of the Rev. B. Gibbons, of Waresley House, Hartlebury, to Helen Louisa, second daughter of the late Rev. J. Pellew Gaze, Rector of Brooke, Isle of Wight, and of Mrs. Gaze, of 15, Powis Square, W.

THRING—TOOKER.—On the 29th ult., at St. Margaret's, Westminster, Charles Henry Meredith Thring, son of the Rev. J. C. Thring and of Mrs. Thring, The Park, Dunmow, to Annie Crawley Tooker, daughter of the late Rev. J. F. Tooker, Nova Scotia.

GASCOIGNE—WARD.—At Winnipeg, on February 19, by the Rev. Avery A. Shaw, Katherine Laura, daughter of J. E. Ward, of Windsor, N.S., to Frank J. Gascoigne, youngest son of the late Dr. G. E. Gascoigne, F.R.C.S.

GRIFFITH—COOKE.—At St. George's Church, Montreal, on February 20, 1908, by the Rev. H. P. Plumptre, M.A., Emily, only daughter of G. and M. A. Cooke, of Wickhambrok, Suffolk, England, to George Arrow, only son of G. E. and E. S. Griffith, of Montreal.

MURRELL—FORDHAM.—On March 3, at the Church of the Ascension, Arden Manitoba, by the Rev. G. T. Spriggs, Edward Charles Fenn Murrell, elder son of E. G. H. Murrell, of Erpingham Lodge, Ingworth, Norfolk, to Constantia Edith Fordham, eldest daughter of Herbert George Fordham, of Odsey, Cambridgeshire. (By cable.)

PANGMAN—DAWSON.—At St. Matthew's Church, Ottawa, on the 19th February, by the Rev W. M. Loucks, rector, Mary Graham, elder daughter of the late Prof. Dawson, B.A., LL.D., to Lionel Buchanan, fourth son of the late John Henry Pangman, of Grace Hall, Mascouche, Seigneur of Lachenaie.

DEATHS.

STINSON.—At Cedarhurst, Ingersoll, Margaret McDonald, widow of the late George Grannis Stinson, Esq., aged 86 years.

M'CULLOUGH.—On February 24, at 506, Jarvis Street, Toronto, Eliza Hamilton, aged 88 years, widow of the late James McCullough.

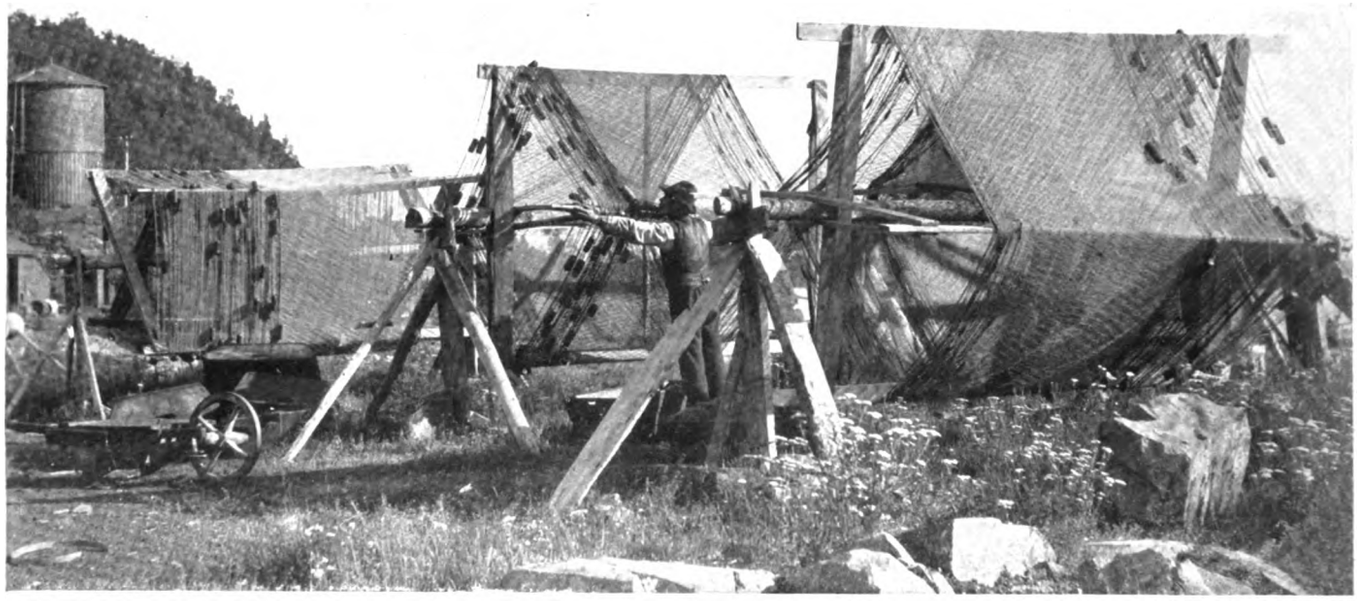
ROWELL.—On February 22, at 133, Elmwood Avenue, London, Nancy Rowell, widow of the late Joseph Rowell, in her 82nd year.

COLCLEUGH.—Suddenly, on February 1, 1908, in Los Angeles, California, Wm. Colcleugh, late of Winnipeg, Man., and ex-Mayor of Mount Forest, Ont.

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CANADA'S INLAND FISHERIES.

An Important Industry on the Great Lakes.



DRYING NETS ON THE SHORE OF LAKE SUPERIOR.



DRESSING LAKE TROUT FOR MARKET.

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CANADIAN INVESTMENTS

No. 16.

**BONDS,
DEBENTURES,
MORTGAGES,
REAL ESTATE.**

In reply to numerous requests from investors in Great Britain, France, and Germany for detailed and authentic Reports on various forms of Investment in the Dominion, such as Municipal and Industrial Bonds, Railway Stocks, Mortgages, Real Estate Investments, Lumber and Mining Properties, etc., "Canada" will publish each month Special Articles dealing with these matters, which we trust will be of use and value to our readers.

CANADA'S BUDGET.

Mr. Fielding's Reassuring Speech.

Although we have only a cabled summary of Mr. Fielding's Budget speech—received too late to be dealt with in last week's *Canada*—it is quite sufficient to show that the Minister of Finance sees nothing in the present situation to cause alarm. Whilst admitting that business has sustained a check he does not look for a protracted period of depression, and said that the general feeling among business men was one of "hopeful confidence, united with much caution." Mr. Fielding was naturally elated at the results attending the abbreviated year, representing the last completed financial period, which yielded a surplus of about $3,000,000, after allowing for outlay on capital account, applicable in reduction of debt, a feat, as the Minister of Finance pointed out, only achieved six times in the history of the Dominion, and which could only be expected to occur occasionally. Although very large operations had been carried on and expenditures made in a very liberal way, it was satisfactory to know that since 1896 the addition to the net debt was but a little more than $5,000,000, while the net debt per head was now $43, a reduction of $1.75.

Interesting, however, as are the very satisfactory results for the broken period of nine months, it is the statement for the period now ending, and the expectation for the succeeding twelve months, which arouse attention. The Minister showed that, whilst in England the affairs of the year could be quickly brought to account, it was not so in Canada, where, owing to the vast extent of territory, and, in some quarters, to defective communication, considerable time was required to close up the year's affairs.

For the current year Mr. Fielding estimates the total revenue at $96,500,000, and the ordinary expenditure chargeable to the Consolidated Fund at $77,500,000, showing a gross surplus of $19,000,000. Capital charges will amount, however, to about $33,000,000, and of that $17,750,000 will be on account of the Transcontinental Railway—on which a total of $26,000,000 will have been spent by the end of 1908—and the financial year will probably finish with an addition to the net debt of $12,000,000. Mr. Fielding reminds us that under the recent amendment of the British North America Act the Dominion has to provide much larger allowances to the various provinces than previously.

Canada and the Recent Monetary Strain.

We are pleased to notice that the Minister of Finance paid a high tribute to the manner in which the financial system of the Dominion had stood the strain of the recent monetary stringency. In view of the recent developments, this corrective is exceedingly well timed. Mr. Fielding said there was a justifiable confidence in Canadian banking institutions. The curtailment of credit had caused some embarrassments, but even that would have a good effect as a warning against over-trading and imprudent ventures. "We are," he said, "just emerging from a period of world-wide stringency; the financial systems and institutions of all countries have been severely tried, and it should be a source of gratification to us all that none have stood the test better than those of Canada. (Cheers.) In the single case in which one of our banks became embarrassed, sister institutions promptly took over its affairs, and its business went on without the slightest hitch, so far as public interests were concerned." He referred to the hoarding of money in the United States, and said that, happily, nothing of the kind had occurred in Canada. Whilst Mr. Fielding apprehends a falling off in revenue in the early part of the period upon which we are now entering, he thinks it will be made up in the latter part of the year. He will not, however, be surprised if the revenue falls below $90,000,000, but believes that this will provide for all ordinary expenditure, and something more besides, and that borrowing will only be necessitated by outlays on capital account. He holds that necessary expenditure should not be deferred, this remark applying especially to the Transcontinental Railway. This is an attitude which is to be highly commended, for it would never do to shelve necessary expenditure whenever the trade of a country sustained a temporary set-back. Mr. Fielding showed that he had been able within eight months to raise $31,000,000 in Europe, all but $2,000,000—which was borrowed in Paris—in London, upon very satisfactory terms, bearing in mind the abnormal conditions which have recently obtained in the financial world.

The Government and the Banks.

This annual statement furnished Mr. Fielding with an opportunity of dealing with the wild statements current in the autumn as to the actual steps taken by the Government to relieve an abnormal situation. The Minister showed that the banks did *not* apply to the Government for assistance. Indeed, the banks at the outset felt that the offer made by the Government of a loan not to exceed $10,000,000 was unnecessary. Eventually, however, about half the amount offered was accepted and put to good service. Mr. Fielding pointed out that "the announcement of the Government's intention to provide such aid at once restored confidence. Even if none of the money had been used he claimed that the Government's action would have served a good purpose. But the banks did make use of the money to the extent of $5,250,000. This demand occurred at a time of extreme stringency, when the Bank of England rate was 7 per cent., and when it was exceedingly difficult to borrow money quickly. The Government had, therefore, thought the occasion one in which they might impair, to a small extent their usual reserve in order to tide over the crisis." The Dominion Finance Minister had to admit—"what has for some time been apparent to all—that the expansion of business had somewhat outgrown the banking facilities, and it was necessary to make some further provision for meeting business requirements. To some extent this might be met by the calling up of more bank capital. That alone would hardly be sufficient, and he proposed to allow the banks to issue an emergency circulation, during the crop-moving period, to the extent of 15 per cent. of their united paid-up capital and reserve. For this additional circulation he proposed that the banks should pay a tax to the Government not exceeding 5 per cent. No changes in the Customs tariff were proposed, although some applications had been made for changes. He thought that the revision of the tariff a year ago had, in the main, given satisfaction, and it would not be prudent now to make changes.

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THE RISE IN THE PRICE OF CANADIAN FARM LANDS.

Elsewhere we deal with the profits arising from the operations of Canadian land companies. The prices obtained by the Canadian North-West Land Company since December, 1893, when the present company took over 1,928,318 acres from the English Company, afford striking testimony to the remarkable improvement in the prices obtained for Canadian farm lands during the past ten years. The figures of this particular company, whose shares of the present nominal value of $5, are quoted at $80, are so instructive and encouraging to holders of shares in other companies that we reproduce them in full:—

Year.	Acres sold.	Average price.
1894	3,305	$5.00
1895	8,034	5.26
1896	20,297	5.69
1897	38,994	5.40
1898	71,640	5.35
1899	84,663	5.42
1900	71,109	5.45
*1901	121,069	†3.50
*1902	515,017	†4.36
*1903	259,518	†4.12
1904	49,565	6.64
1905	144,859	6.67
1906	60,342	9.82
1907	15,471	11.33

* Sales partly on cash and partly on share terms. † Cash terms.

It will be noticed that although last year showed a marked falling off in the aggregate sales, the prices obtained showed a steady improvement. It will be noticed that with the exception of the years 1901-05, when exceptional sales were effected at special prices, the trend of prices has been steadily upward. At December 31 last the

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Saskatchewan Wheat Lands.

Buy a Farm in the fertile Province of Saskatchewan. Of the many fine farming areas of this province, none possess greater advantages than the

LAST MOUNTAIN VALLEY DISTRICT.

Average wheat yield, 29.2 bushels per acre. Ample rainfall. Warm, kindly, quick-ripening, loam soil; clay subsoil. Railways, markets, churches, schools. Already densely settled; no pioneering. The Last Mountain Valley district is this year reaping its seventh successive bumper crop.

Price from $10.00 to $20.00 per acre. Terms so arranged as to make the land pay for itself if cultivated.

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371, Northern Bank Building, WINNIPEG, CANADA.

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MORTGAGE LOANS.—Investments made in First Mortgages on City and Farm Properties at rates from 5½ to 8 per cent. interest.

INTEREST.—Interest allowed at the rate of 3 per cent. from receipt of funds to date of investment.

CLIENTS.—Large sums invested for English Clients to whom references can be given.

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The North British and Mercantile Insurance Co.
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Companies Represented:

Law Union & Crown Insurance Company
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New York Underwriters Agency
Western Assurance Company
Alberta Railway and Irrigation Company
Calgary and Edmonton Land Company, Ltd.
Saskatoon and Western Land Company, Ltd.
Winnipeg Western Land Corporation, Ltd.

Allan Lang Killam and McKay

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AND INCREASED EARNINGS.

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WINNIPEG.

W. Sanford Evans & Co.

CANADIAN INVESTMENTS.

Stock and Bond Brokers

221, McDermot Avenue, Winnipeg, CANADA.

MONEY INVESTED

For Clients on First Mortgages on Wheat Lands in Manitoba, Alberta, and Saskatchewan, and also on Improved Properties in Winnipeg, which give a Net Return to the Investor of

SIX PER CENT.

All Securities Carefully Inspected by us. Over $500,000 now Invested for Old Country Companies and Individuals.

ROBINSON & BLACK,

WINNIPEG, CANADA.

COMPANIES REPRESENTED—
Phœnix Assurance Co. Ld.
Alliance Assurance Co. Ld.
Employers' Liability Assurance Corporation.
Alliance Trust Co. Ld. (Dundee).
Canadian and American Mortgage and Trust Co. (Liverpool).
Western Canada Land Co. Ld.

BRITISH MONEY

IS WORTH $8\frac{1}{2}$ PER CENT.

Invested by us in First Mortgage Securities on choice Farm Properties.

Rogers Realty Company, Ltd.

258, Portage Avenue,
Winnipeg, Canada.

References: Mr. W. P. Machaffie, Manager Bank of British North America, and the Manager CANADA.

Reliable Correspondents Wanted throughout Britain.

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company had 526,017 acres unsold on its books, and assets of $2,232,867, against a liability to shareholders of $734,181, and sundry creditors $3,183. As we show in another column, it is difficult to say what the shareholders of this concern will ultimately receive, but that the expectation is a liberal one may be gathered from the fact that the shares, which are now of the nominal value of $5, are quoted at $80. It is not to be expeced, of course, that every Canadian land company can attain such signal success as this company has achieved, but the results obtained prove conclusively that for those who can afford to await events the future is full of promise.

YIELDS ON CANADIAN INVESTMENTS.

We are indebted to the Canadian Agency, Ltd., for the yields per cent. in the following table, which appeared in their March circular. This list provides a very valuable guide to investors.

MUNICIPAL DEBENTURES.

NAME.	Yield per cent. £ s. d.
Edmonton (City of) 5 per cent. Debentures	4 16 6
Hamilton (City of) 4 per cent. Debentures 1934	4 1 9
Moncton (New Bruns.) 4 per cent. Debentures by 1/5/1925	4 2 0
Montreal (City of) 40-year Bonds, 3½ per cent. ... 1933	3 17 3
Do. Perm. Debenture Stock, 3 per cent. ...	3 15 6
Do Consol. Deben. Stock, 4 per cent. 1932	3 18 0
Do. do. 3½ ,, 1942	3 17 3
Ottawa (City of) 20-year Debentures, 4½ per cent. ... 1913	4 5 9
Quebec (City of) 4 per cent. Debentures 1923	4 0 0
Do. 3½ ,, Debenture Stock by 1/1/1962	3 15 3
St. John 4 per cent. Debentures 1934	4 1 9
Toronto (City) 5 per cent. Debentures ... 1919-20	4 5 6
Do. 4 ,, Bonds 1922-28	4 0 0
Do. 3½ ,, Bonds 1929	3 17 8
Vancouver (City of) 4 per cent. Bonds 1931	4 0 9
Do. do. 1932	4 0 9
Winnipeg (City of) 5 per cent. Debentures 1914	4 18 0
Do. 4 do. ... 1913-36	4 1 3

STREET RAILWAYS.

Brit. Col. Electric Ry. Deferred Ordinary Stock	5 16 9
Do. Preferred 5 per cent. Ordinary ...	5 1 9
Do. 5 per cent. Cumulative Perpl. Pref.	4 15 3
Do. 4½ ,, Vancouver Debs. 1953	4 9 0
Montreal Street Railway 4½ per cent. Debentures ... 1922	4 8 6
Toronto Railway 4½ per cent. First Mortgage	4 11 0
Winnipeg	5 16 3

MISCELLANEOUS.

Canadian General Electric Common Stock	10 2 3
Commercial Cable 4 per cent. Debenture Stock	4 11 0
Dominion Coal 7 per cent. Preference	7 19 6
Electrical Development of Ontario 5 per cent. Bonds ...	6 15 3
Keewatin Milling Co. 6 per cent. Bonds	6 0 0
Lake of the Woods Milling 6 per cent. Bonds	6 0 0
Do. 7 per cent. Preferred	6 15 0
Laurentide Paper 7 per cent. Preferred	6 15 0
Ogilvie Mills 7 per cent. Preferred	6 3 0
Shawinigan Water and Power 5 per cent. Bonds	4 18 3
Toronto Electric Light	7 5 6
Western Canada Cement Debentures 6 per cent.	6 9 0

COBALT MINING COMPANIES.

The following list contains the names of those companies which have shipped ore. Those marked with an asterisk have paid dividends.

NAME.	CAPITAL.	PAR VALUE.	PRICE.
	$	$	$
*Buffalo Mines, Ltd.	1,000,000	1.00	2.00
Cobalt Central	5,000,000	1.00	.28
Cobalt Lake Mining Co	5,000,000	1.00	.14
*Cobalt Silver Queen, Ltd.	1,500,000	1.00	1.02
Cobalt Townsite Mining Co.	100,000	1.00	—
Colonial Silver	6,000,000	5.00	1.10
*Coniagas Mining	4,000,000	5.00	4.10
*Foster Cobalt	1,000,000	1.00	.69
Green-Meehan	1,500,000	1.00	.12
*Kerr Lake Mining Co., Ltd.	3,000,000	5.00	3.10
King Edward	6,000,000	5.00	1.00
*La Rose Mining Co.	6,000,000	1.00	5.00
*McKinley-Darragh-Savage	2,500,000	1.00	.72
*Nipissing Mines	6,000,000	5 00	7.60
North Cobalt Mining Co.	1,000,000	1.00	.22
*Nova Scotia	2,000,000	1.00	.24
Red Rock Silver	1,000,000	1.00	.11½
*Right of Way	500,000	1.00	3.00
Rothschild Cobalt	500,000	1.00	.16
Silver Bar	500,000	1.00	.24
Silver Leaf	5,000,000	1.00	.9½
*Temiskaming & Hudson Bay... ...	25,000	1.00	125
*Temiskaming (new)	2,000,000	1.00	.33
*Trethewey Silver Cobalt	1,000,000	1.00	.66
University Mines, Ltd.	1,000,000	1.00	2.50
Watts Mining	1,000,000	1.00	.40

A COMPARATIVE TABLE.

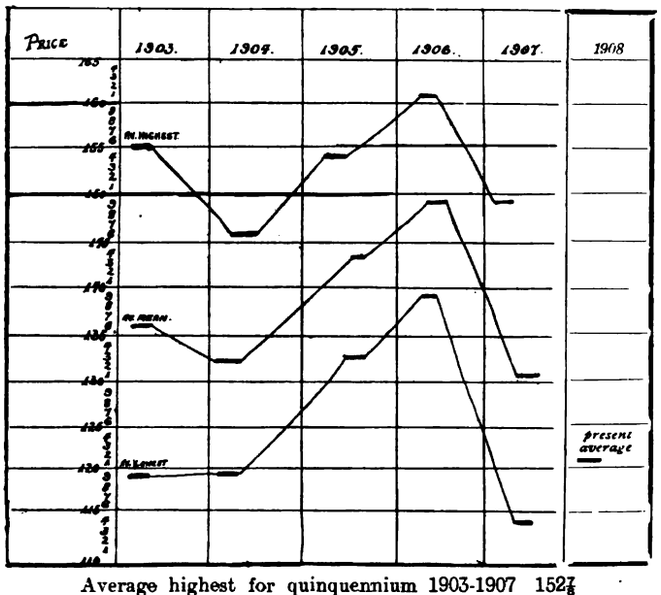
The following is the range of prices of some of the most active stocks listed on the Toronto Stock Exchange, corrected to March 12:—

NAME.	1906. High.	1906. Low.	1907. High.	1907. Low.	1908. High.	1908. Low.
BANKS.						
Commerce	190½	169	180	153	164	160
Dominion	283	262	267	216	224	216
Imperial	254½	225	230	195	218½	209
Merchants	176	160½	170	150	158	154¾
Montreal	261	252½	257	224¾	243	232
Toronto	251	222	235½	201	207½	205
Traders	155	138½	140	123	126	122
RAILWAYS.						
C.P.R.	201	156	195⅛	138	158½	140
Minn. St. P. & Soo... ...	164	134	140¼	60	104½	81
,, ,, ,, pref. ...	183¾	163½	168	110	136	123½
Rio	47	38½	48	26½	37½	29½
Sao Paulo	146	125	138½	94	122⅞	110½
Toronto	126	104	115½	83	100	94
Twin City	122½	102½	108¾	68½	88	79
Winnipeg Electric	190	160	185	119½	148	124
MISCELLANEOUS.						
Bell Telephone	158¾	144⅞	145	115	130	123
Consumers' Gas	209	200	206	184	190	182
Dominion Coal	84¾	58	70¼	37	43½	37⅞
Dominion Steel	34½	20½	25½	12⅞	17⅛	14
,, ,, pref. ...	83½	63	66½	36	56½	42⅝
General Electric	155	130	136½	77¾	103	89½
Lake of the Woods	100	89	90	61	79½	74½
,, ,, ,, pref. ...	115	108	112	99¾	105½	103
Mexican	70	47	57½	35	55½	46¾
N.S. Steel	74½	59½	82	46	62	54½
Toronto Electric	171	152	160	110	118	112

CANADIAN SECURITIES INDEX STATISTICS.

(Compiled from Montreal and Toronto fluctuations.

The following chart, compiled from reliable data, gives the extreme variations and means in a group of representative Canadian securities of the average nominal value of 100 per cent., including steam and electric railway, banks, public utility, iron and steel, electrical, mortgage, navigation, and general industrial investments, and will be useful to investors in this country desirous of keeping in touch with fluctuations on the Canadian exchanges. The present average quotation is given, and future variations will be duly noted.



Average highest for quinquennium 1903-1907 152⅞
,, lowest ,, ,, 124¼
,, mean ,, ,, 138½

The present average price is 121, which is still 3¼ points below the average lowest for the quinquennial period.

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SHERBROOKE, QUE.

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A TOUR OF THE WEST.

Wetaskiwin—Red Deer—Strathcona.

(*Special to "Canada."*)

ARTICLE XVI.

THE people of Mid-Alberta, the district lying between Calgary and Edmonton, point to the fact that they live within the Chinook area, with its mild climatic conditions; that the great Asian markets are closer to them than to any other Canadians; that they will soon be supplying the cities which will grow up in British Columbia, with wheat and beef, dairy products and cheese. Moreover, your enthusiastic Albertan will assure you, the railways which are building and have been built into the country will leave some millions of dollars rooted in the various towns and invested in countless farms. Alberta intends to have a good-sized slice of the fifty million dollars which this year will be invested in railway construction in the Canadian West. Each succeeding year will see a substantial increase in the volume of public business, and the development of the Province, is very well indicated by the expansion of the work of the various Governmental Departments.

For many years the great area which now forms the Province of Alberta had but one railway traversing the country from south to north. This was the Calgary and Edmonton line, which formed the only connection between the Canadian Pacific main line and the great northern region. Along this line a number of villages sprung up, but they were mere frontier settlements until the arrival of the present era of prosperity — or, to speak more accurately, before the West was re-discovered. Carstairs, Didsbury, Olds, Innisfail, Red Deer, Lacombe, Ponoka, Wetaskiwin and half a score of other towns are now forging ahead, with hope in the future and prosperity in the present. The arrival of the Grand Trunk Pacific will shorten the distance between places on this north and south line and Winnipeg by well-nigh a day. Moreover, competition will be created, and the Grand Trunk Pacific will find awaiting it a huge and profitable freight and passenger traffic. The Canadian Northern two years ago invaded the northern portion of the district, and soon will have constructed a new northern line. The Albertan towns are not, perhaps, as cosmopolitan as those of Saskatchewan and Manitoba. The mass of the population is English-speaking, and the new comer consequently feels much more at home than he would in the streets of a place with a large foreign population.



WETASKIWIN, A BUSY PRAIRIE TOWN.

Wetaskiwin, the centre of one of the largest grain-growing districts in the West, has aptly taken to itself the name of "The Elevator City of Alberta." Although one of the younger Western cities, Wetaskiwin has already acquired an atmosphere of its own, is a busy trade centre, and socially is very much alive and gay. The population is now 3,000. The city owns its own electric light plant, and is installing a system of waterworks, sewers, and electric power at as low a cost as any of the largest manufacturing centres. Six grain elevators, a large flour-mill, three banks, eight churches, and seven hotels make an imposing array of buildings, while a number of handsome residences dot the town. The banking facilities are adequate, the Canadian Bank of Commerce—which has excellent quarters—and other chartered banks, being represented. All classes of the retail trade are represented, but there are good openings for the establishment of mills, factories, and manufacturing plants to supply the demand, which is sure to be urgent in the near future, for building material, the products of the farm reduced and returned for home consumption, and the manufacturing of those commodities essential to any growing country. The price of city property is very reasonable. A good home close in can be had for a small outlay. The climate of the Wetaskiwin district is one of the finest in the world. It is mild and temperate, healthy and invigorating.

The soil of the surrounding district is a deep black loam, rich in humus, with a clay subsoil, and has shown on expert analysis that it possesses all the essentials of productiveness. Grains, grasses, vegetables, and fruits grow in abundance. Wheat yields, on an average, thirty bushels to the acre, and as high as sixty bushels have been obtained. Oats aggregate fifty bushels, and as high as one hundred and ten to the acre is not uncommon, but they weigh on an average forty-eight pounds to the bushel.

The country has a park-like appearance, and is well adapted to stock raising, grain growing, and dairy production.

Red Deer, situated exactly midway between Calgary and Edmonton, is a town of such enterprise, development, and beautiful location, that its aspirations at one time to be the capital of the new province seem not unjustifiable. The town, which came into existence as the Calgary and Edmonton Railway passed through, has had a steady growth ever since, with a marked development in the past three years. In the past five years its population has trebled. In 1901, when the town was incorporated, there were 600 people resident in Red Deer. According to the census this year there are over 2,500 inhabitants, and in the same period the value of assessable property has risen from $175,000 to $1,379,000. In connection with this, it is noteworthy that the bonded indebtedness of the town is only $90,000, $35,000 of which was incurred this year for the extension of a water and sewerage system. A territory of 2,000 square miles of fine farming land is tributary to Red Deer, and grain and cattle raising, dairying and mixed farming, have each and all been taken up energetically by an intelligent agricultural community, increasing in numbers yearly. The creamery established in Red Deer in 1901 is one of the largest and best-equipped in the province—and Alberta is proud of all its dairies operated by the Government for the farmers. Parts of the district are rich in coal and timber, a rich coal area some miles east of the town affording fuel for the settler at the rate of $1.50 per ton. The timber limits up the Red Deer river are being worked to some extent, and a good supply of lumber is sawn and manufactured in the various mills in the town. The cut last year amounted to about 5,000,000 board feet.

Although the population of the young "city" has not yet reached 3,000, it has already all the modern improvements in regard to water, electric lighting, telephone, sewerage, and fire protection. Many of the private residences are architecturally handsome in design and finish, while the public buildings—churches, schools, and others—are in keeping with the ambitions of the town. The new public school building cost $35,000. The Provincial Government will shortly build a steel bridge over the river at the north end of the city, and the present traffic bridge will be removed to a point six miles distant, affording fresh means of communication with the outlying districts. Altogether, Red Deer's outlook in 1908 is very bright

For many years the northern terminal of the Calgary Edmonton line was at Strathcona, on the south shore of the great Saskatchewan. The receipts of the line did not warrant the building of a bridge to Edmonton. Consequently, freight and passengers were transferred by vehicle across a traffic bridge. A prosperous little settlement grew up on the southern shore, and when a name was sought for the municipality, what better one could have been chosen than Strathcona—that of the man who, taken all in all, is the greatest figure which Canada has produced? Prosperity has followed the urban namesake of the High Commissioner. The "South Edmonton" of a few years ago is now the junior, but enthusiastic, rival of

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the provincial capital. Edmonton at first watched the smaller town's growth, as an Edmonton journalist has said, "somewhat jealously, for that ambitious little town, with an instinctive knowledge of a great future, could not readily forget the railway's slight; not until the present, when the high level bridge is mapped out and the twin cities look over to each other with a new sense of union and sympathy."

Until 1898 this town branch was known as South Edmonton. In that year the Klondyke rush, to which Edmonton also owes so much, poured its miners, hungry for gold, into the town, en route for the north. At last it had come directly and potently in touch with the outside world, and new fires of ambition were roused and trade became more lively than it had ever been before. In March, 1907, Strathcona, still growing, was incorporated as a city, with Mr. N. D. Mills as its first Mayor.

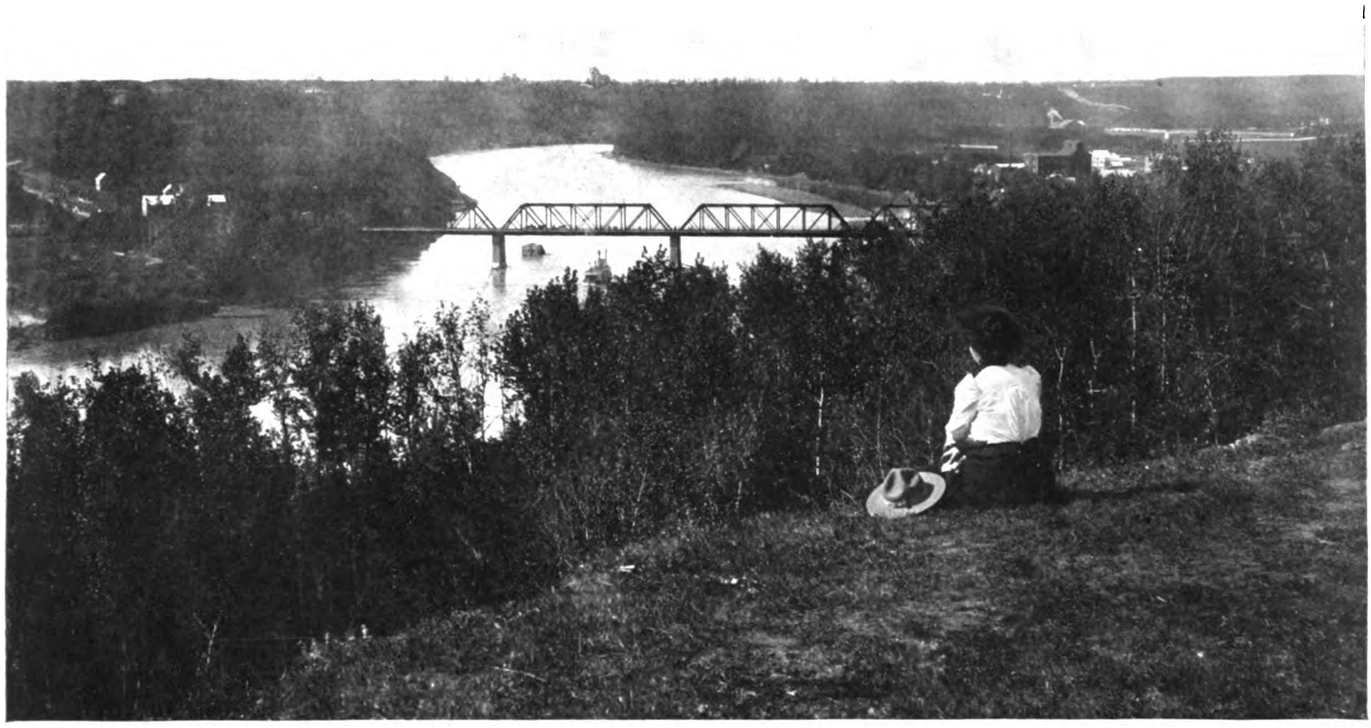
The past year has been one of splendid progress in the young city, the outcome of several years of steady growth with no period of unreliable booking. The liveliest hopes are entertained for its advance in the next decade, with railway connections from the great transcontinental lines, and the erection of a fine new provincial university, which is to be organised by Dr. Tory, of McGill University. For the University a beautiful site has been chosen in the west end of the city, overlooking the wooded Saskatchewan Valley and the Parliament Buildings on the Edmonton side, built in the historic precincts of the old Hudson's Bay Company fort. Even now the skyline of Strathcona as seen from Edmonton gives material evidence of its industrial development. Tall elevators and smoke-stacks rise in picturesque diversity from the low-roofed houses and church spires. It is, in fact, a milling city, with three flour-mills and a very large saw-mill.

The population of the city may on latest reports be cited as 4,000 people, and this is expected to increase, for Strathcona, with immense coalfields at hand and a fine farming country about, stands at the turning-place of her development. The city owns its own waterworks, sewerage, electric light, and power systems. Its streets still present the irregular appearance of most new western cities. Fine buildings rise side by side with others little better than shacks; but the shack period of evolution is passed. Schools and churches that would adorn any city are built or are in course of construction; handsome residences are going up; many new business places were opened during the last season; and Strathcona, at the turning-point of her existence, is gathering her forces to start on a long race of friendly competition with her sister-city across the river.

The city, like Edmonton, has not yet had as much time to devote to the beautifying of the city as might be desired. This will doubtless come in time. An American journalist's appreciation of Strathcona is worth reproduction. Says the writer: "Standing on the broad, well-lighted streets of Strathcona, we recognise that here we are in the mid-scene of a three-chapter story of development. Strathcona is now in the cosmopolitan stage, taking herself seriously, realising her present prosperity, anticipating her future greatness, proud, rejoicing like a strong man to run a race. Looking back a few decades of years, the well-lit streets fade; the bison rolls in the old buffalo-wallow. Within the rude fort the Hudson's Bay servant and the curious Cree and Blackfeet, red-sashed voyageur, and grim, taciturn Scot, foregather, and up in that northern fastness, shut out from the busy world of men, together they live, and love, and work out each his own destiny

"Into the valley of the Saskatchewan is now flowing a stream of settlers from the States and from England, flowing full and strong, like the Peace River of the North. The new citizens know good land when they see it, and while under their hands grow fields white for the harvest, Strathcona is proclaiming herself a city in the making. The story of the early days of the town must inevitably follow the story of Winnipeg, Regina, Calgary, and Moose Jaw—the story of all Western Canada. The old trails are boulevarded to-day, and stately banks, business blocks, hotels, newspaper offices, and railroad terminals start up with astonishing rapidity. And the resources supporting Strathcona are of the kind which will demand a steady growth of this centre. The rich acres of this valley, fat with the fulness of future harvests, flow out from the very doors of this city, and so long as wheat is wheat Strathcona must grow. Like Edmonton, it will soon be on the line of three—perhaps four—transcontinental railroads. It is connected with the Canadian Pacific Railway, which from east to west has 7,439 miles of track. The Canadian Northern, with the true railroad instinct, breeds and feeds new towns. The new Grand Trunk Pacific, with its numerous surveying parties in the field, boasts that it will haul Western grain next season, while 'Jim' Hill runs up into his native country with the challenge that he will teach the Canadians the trick of building roads."

So much for the provincial towns of Alberta. To Edmonton, the Hill Crest capital, must be accorded an article of its own.



STRATHCONA AND ITS ENVIRONS, AS SEEN FROM EDMONTON.

CANADIAN PROVINCIAL BUDGETS.

The Budgets of Ontario and Quebec, which were recently presented to their respective Legislatures, are as follows:—

Ontario.

The surplus for the year was £121,200, but the sum of £100,000 is still owing for lumbermen's dues, which they have not been asked to pay owing to the stringency of the money market. The revenue for the coming year is estimated at £1,585,354, and the expenditure at £1,500,375. The Government mine at Cobalt has begun to ship ore and is expected to yield a profit of £20,000 this year.

Quebec.

The surplus is £115,870. For the coming year the revenue is estimated at £1,074,100 and the expenditure at £997,000.

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An Inland Port and Manufacturing Centre.

PORT ARTHUR'S NATURAL ADVANTAGES.

NATURE has combined her forces with those of man to give Port Arthur the numerous advantages that are required to make an important inland port and successful manufacturing centre. In addition to being situated at the head of one of the largest systems of inland navigation in the world, the city is in the centre of a country full of varied resources. The deep waters of the lake make a safe anchorage, and a rocky promontory affords protection from the storms that sometimes sweep across the broad expanse of Lake Superior. The Current River and other neighbouring waters provide power equal to the strength of some 80,000 horses; mineral wealth, including deposits of iron, gold, and silver, is found in the district; valuable timber areas are within reach of the port; and the fisheries of the Great Lakes afford a steady income yearly. Such are some of Nature's gifts to Port Arthur, and, considering their magnitude, it is not to be wondered at that the men concerned in building up the Dominion should have hastened to do all in their power to develop them.

Though Port Arthur has only come into prominence within the last twenty years, a "dock" was built there as long ago as the middle of the last century for the export of timber. About the same time a road was constructed to connect Thunder Bay with Manitoba. In 1870 the troops under the command of Colonel, now Lord, Wolseley, who was sent to relieve Fort Garry, then besieged by Riel and his followers, landed at the old dock and marched along the western road to the Red River Valley.

In the early eighties the modern development of Port Arthur commenced. At that time the Canadian Pacific transcontinental line reached the place, and the future of the place seemed assured; yet a few years later a dispute over the taxation of railway property led to a deadlock with the C.P.R. The company withdrew its shops and docks to Fort William, six miles away, and for



CUMBERLAND STREET, AN IMPORTANT THOROUGHFARE OF PORT ARTHUR.

many years it looked as if Sir William van Horne would make good his threat to "make the grass grow in the streets of Port Arthur."

There were, however, sufficient people in Port Arthur with the backbone needed to go ahead, confident that time would be on their side, and that it only needed confidence and patience to "win out." It was a long and weary wait, but it has been richly rewarded. Port Arthur, which in 1901 had a population of barely 2,000, now claims to have over 14,000 inhabitants, and has been incorporated as a city. It was the coming of the Canadian Northern that made (or rather re-made) Port Arthur. The city is the point to which the millions of bushels of wheat and other grain carried by the railway from the wheatfields of the West is transhipped from railroad car to "whale-back" carrier. The city boasts the largest grain-elevator in the world. These have each a handling capacity of 2,500,000 bushels, yet their construction is so wonderful that when working at their full capacity they only need the services of one hundred pairs of human hands. These elevators are absolutely fireproof; their construction is a marvel of human ingenuity, and experts from the United States have pronounced them the most complete on the Continent.

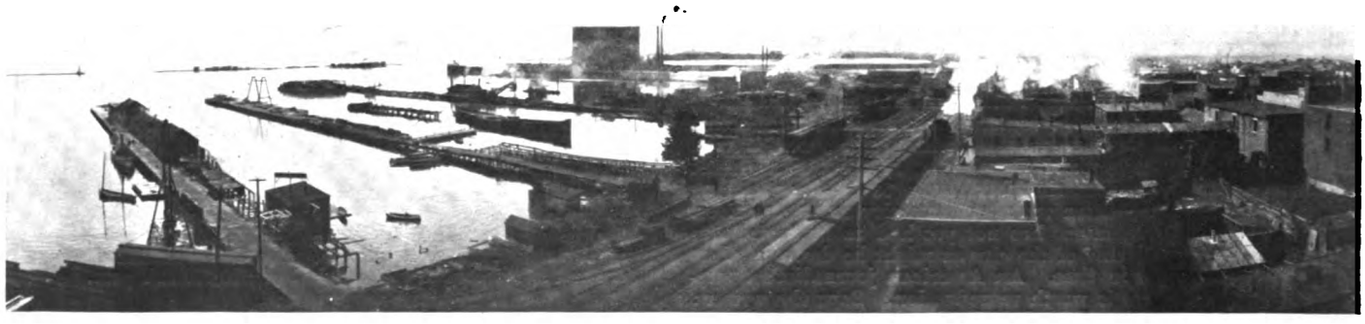


DAWSON AVENUE, A FAVOURITE RESIDENTIAL DISTRICT.

Not only do these elevators store the wheat which they receive from the laden cars, fresh arrived from the wheat-fields of the plains, but they clean it up and free it from the dust and other matter which it has collected in its journey.

Besides being the lake terminus of the Canadian Northern Railway, Port Arthur is the terminus of the Northern Navigation Company, the Booth and White Line steamships, and the Montreal and Lake Superior steamships, and is a port of call for the Canadian Pacific steamships and the headquarters for the Canadian Northern Steamship Company.

Among the other enterprises which have done much to increase the prosperity of Port Arthur is the Pigeon River Lumber Company, which was established in 1901. The mill is one of the largest in New Ontario. The Atikokan Iron Company possess a blast furnace and smelter with a present capacity of 200 tons per day, which represents an expenditure of $1,000,000. The Canadian Northern Coal and Ore Dock Company, in which firm the Pittsburg Coal Company is interested, have completed the construction of one of the largest coal docks in the world, having a capacity of 800,000 tons. The Government has recognised the national importance of the harbour, and have prepared plans for the extension of the breakwater, and



THE DOCKS AND CANADIAN NORTHERN RAILWAY SIDINGS AT PORT ARTHUR.

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other improvements which will cost $3,000,000, and make it one of the finest harbours in Canada.

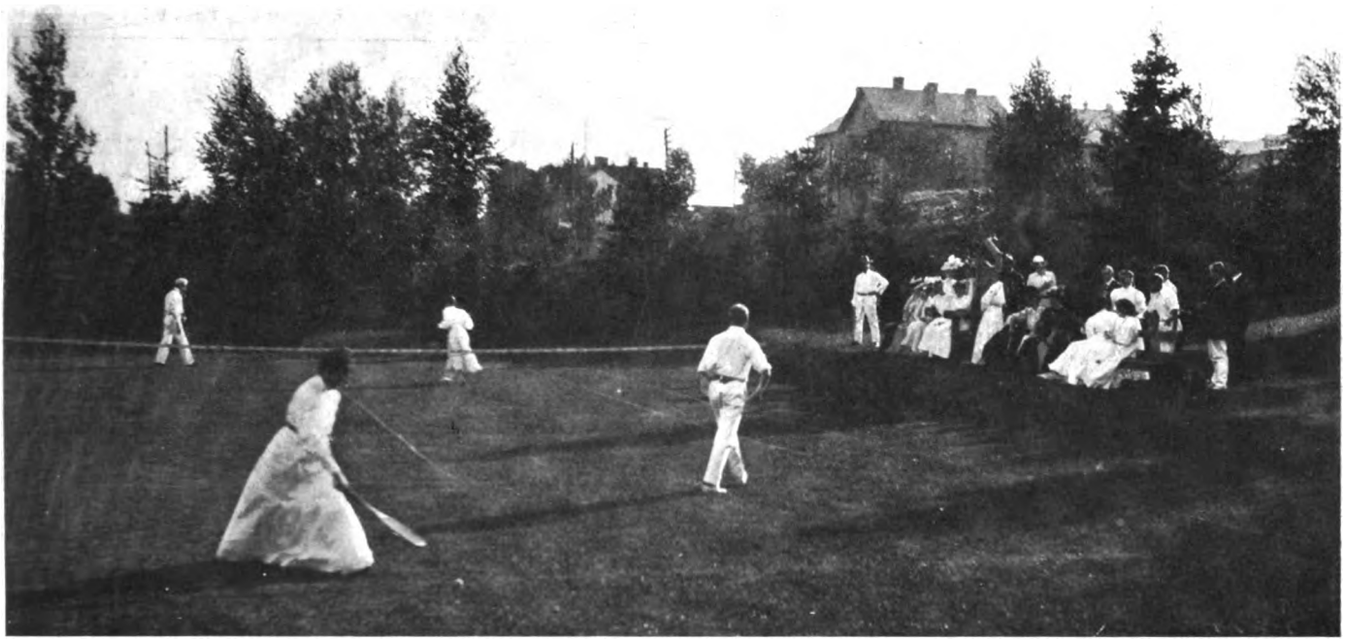
The Canadian Iron and Foundry Company makes car-wheels, iron waterpipes, and heavy castings, and there are at least a half-score of other industries that are building, or planning to build. With the enormous increase of population now taking place in the newer West of Canada, an increase which has not yet reached its maximum speed, and with the wealth that is being accumulated, creating new markets and a demand for every accessory of civilised life, it is only reasonable to conjecture that at some point convenient to this territory there must be established a manufacturing and distributing centre from which the whole Western Territory will be supplied.

In addition to this Port Arthur has a wonderful position with regard to water power. Within a radius of from three to twenty-eight miles there is an available power conservatively estimated at 82,000 h.p. This provides for all time cheap commercial manufacturing power, and places Port Arthur in an enviable position.

Real estate here offers a reliable investment. It has increased in value during the last two years 50 per cent. All kinds of manufacturing establishments would find Port Arthur a most advantageous location for the distribution of their products, as many of their requirements, such as water power and raw materials of various kinds, can be obtained cheaply. There is also an abundance of building material—brick, cement, lumber—in the district. Port Arthur is prepared to furnish factory sites cheaper than any other city of its size in Canada—having recently purchased 1,400 acres of land, on the water front and close to the railways, for factory sites.

The City Council has done much to improve and develop the city An electric street railway has been in successful operation for some sixteen years, and it annually returns an excellent profit. The telephone system, which is also municipally owned, has over 1,000 subscribers; the power plant has cost nearly $100,000, and other means of obtaining power are being developed yearly.

In the country around, although much of it is stated to contain valuable minerals, much excellent farming ground and timber reserves are to be found. The farmer can sell his poultry at 15c. to 20c. per pound; dressed hogs, at 11½c. per pound; milk, at 10c. per quart; eggs, at 20c. to 50c. per dozen; and potatoes, at 50c. to 75c. per bushel at digging time.



SOCIAL AMENITIES: A POPULAR LAWN TENNIS CLUB AT PORT ARTHUR.

FLUCTUATIONS IN COBALT SHARES.

The following is a comparison of the prices of the principal Cobalt shares on the latest date available, compared with the quotations to hand on Jan. 16 and Feb. 15 last:—

COMPANY.	Par Value.	On Jan. 16.	On Feb. 15.	On Mar. 12.
Foster-Cobalt	$1.00	.64	.62½	.62½
Trethewey	$1.00	.52½	.49½	.50½
Buffalo	$1.00	1.50	2.00	2.00
McKinley-Darragh Savage	$1.00	.82	.75	.68
Cobalt Silver Queen	$1.00	.70	.95	.99½
Coniagas	$5.00	4 00	3.97½	xd4 02½
Kerr Lake	$5.00	2.95	3.50	2.67½
University	$10.00	1.00	2 25	2 25
Nipissing	$5.00	7.00	6.31	6.87½

Professor McInnes, of the Geological Survey, giving evidence recently before the Agricultural Committee, sitting at Ottawa, in regard to the possibilities of the unsettled land on the Saskatchewan River and the Nelson River, said that on the Carret River there were three million acres of land which required draining to make it fit for cultivation. If the timber could be protected from fires there would be a good deal of it.

THE FISHERIES OF THE GREAT LAKES.

Growing Need for Protection.

The importance of the proper protection of the fisheries of the Great Lakes, which is one of the matters dealt with in the Canadian-United States treaty, drawn up as the result of the recent conference of the British Ambassador at Washington with the Canadian authorities, cannot be exaggerated. It is well known that these fisheries—consisting largely of whitefish and trout, which are in great demand in the inland towns of both Canada and the States—have been much damaged by the indiscriminate taking of fish at all seasons of the year. This has resulted chiefly from the fact that, on account of the international position of the waters, the law of the one country was unable to control the fishermen of the other. The Americans were, as usual, the worse offenders, and much bad feeling has resulted in Canada from their attitude, they considering that, having depleted the fisheries in American waters, they had a right to fish in those portions of the Great Lakes regarded by the Canadians as their own.

An example of the way in which these fisheries have suffered was quoted recently by Mr. A. Kelly Evans, of Toronto, who, in the course of a paper upon the subject of fish protection in international waters, read the following evidence, given before a Canadian Commission held fifteen years ago, of a witness who had fished in the Great Lakes since 1850:—

"I have fished in Lake Ontario for about thirty years for whitefish and trout; the great majority were whitefish, and were caught at Wellington Beach. They were caught very numerously with seines, as many as from 5,000 to 10,000 in one haul during the night; this was in the summer time, in June and July. These were salted or sold on the ground to dealers. I have caught as many in a season as would allow the owners of the seine for their share about $2,000; the other $2.000 would go to the fishermen. Even more than this number were caught sometimes. Fishing was carried on in the fall of the year also. Whitefish were thick also everywhere in Lake Ontario at that time. I have known as many as 90,000 to be taken in one haul in one night; I was present and saw them counted. I have often known of from 5,000 to 10,000 being taken, and have taken 40,000 myself in a seine several times; this was in July, at Wellington Beach. Those that were saved of the 90.000 hauled were salted; many of these were lost because they could not be taken care of. There was another haul as large as this taken at West Lake Beach. The net was a 174 rod seine; it was then called the sou'-wester'. When I left Lake Ontario, some fourteen years ago, there was no whitefish to be had by the fishermen where these great hauls had been made before; in fact the whitefish fishery had ceased to exist, there was no more of it. I left Lake Ontario to fish elsewhere, and a number of other fishermen also left there for the same cause."

At Victoria, B.C., thirty-one out of eighty-eight building lots recently offered for sale in the residential sub-division, known as Central Park, were promptly sold at prices ranging from $550 to $650, mostly to persons who intend building their own houses thereon. Generally residential building promises activity, the permits already issued having shown a large increase. The Dominion Government has commenced the construction of an immigration hall and hispital. It will have accommodation for 100 patients, and will contain a reception hall which will hold 300 people. It should be completed during the course of the summer.

A farm of 300 acres near Alexander, Manitoba, has been sold for $14,000 to a resident of Crandall. This is a record price for the district.

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PORT ARTHUR is the leading City of Canada in Municipal Ownership—owns and operates its own Electric Railway, Electric Light, Telephone, Exchange and Waterworks. Offers unusual advantages to the Capitalist, Manufacturer, and Miner.

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¶ This city, which to-day is only 15,000, will have 60,000 people inside of five years.

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Over 150 per cent. in Dividends and Rights

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The Association has acquired **a large Block of Freehold Land** for the purposes of irrigation (on the Dry Belt intersected by the **Canadian Pacific Railway** and the **North Thompson River**), which is now being prepared for settlement. The soil contains ten thousand years of sunshine, and only requires water bringing on to it to produce

The FINEST FRUIT CROPS in the WORLD.

BRITISH COLUMBIA FRUIT has for the **fourth** time in succession won **GOLD MEDAL** at the **Royal Horticultural Show in London.**

Information given to intending Purchasers of Land.

The Association is prepared to finance business of a non-speculative nature in Canada, where it has **Agents and Correspondents at every important centre.**

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Investments on First Mortgage in Vancouver.

HOW TO LEND ON RELIABLE SECURITY.

(Specially contributed to "Canada.")

IT is generally known that a higher rate of interest can be obtained in Canada than in England for money lent on the security of a first charge on real estate. The writer proposes to deal with investments of this class in Vancouver City, where he has had business connections for many years, and whence he has just returned from a six months' visit. That the security is first-class there can be no doubt. Vancouver City is the national seaport on the Pacific Ocean of that immense Dominion, which has been aptly described as "the United States of the twentieth century." It is unnecessary to labour the point, since any one can see for himself that this town must soon be a large seaport, whatever ups and downs may occur in the meanwhile. In 1895 it had a population of 17,000 people; it has now about 65,000, and it will probably have 250,000 in our time.

First-class loans secured upon rent-bearing buildings on the best sites are usually limited to an amount equal to about 50 per cent. of the value of the building and site, while the net income of the property—viz., actual rent less taxes and expenses, is usually twice the interest on the loan. As the city grows so the value of the site increases, and therefore money lent on a margin of half the value has a splendid security carrying 6, 6½, or 7 per cent interest.

For the British investor who desires to supply capital to a new country, this is much the best way of doing it. Let the man on the spot take the risk, and by all means let him reap the reward which accrues to those who are shrewd and enterprising in these new countries; but let him show his faith in his undertakings by furnishing adequate security that those at a distance who supply capital shall be fully protected. Money subscribed to companies (in which those who have the spending of it frequently have nothing to lose) is often rashly laid out and soon lost; but money borrowed on proper security will be spent with the utmost care and forethought, and therefore be of real use to the country.

The true difficulty about these investments is the personal factor—much undoubtedly depends on the agents who effect the loans. On this point one can only say that full inquiry should always be made in London—that goes without saying. The Canadian banks usually know, or can inquire about firms in the Dominion. Secondly, care should be taken that the money sent for investment does not pass through private hands. Thirdly, a good firm of solicitors in Vancouver, to do the searching of title, etc., should be employed, and, fourthly, a firm of recognised mortgage agents, recommended by the banks, would seem to offer some additional safeguard to the investor.

The whole transaction of lending money on first mortgage in British Columbia can be effected quite easily without the principal sum passing through private hands at all. The mortgage brokers who effect the loan make a valuation on behalf of the lender, but an independent valuer should always be nominated by someone not interested in any way in the matter, and with this safeguard, together with the proviso that not more than a certain proportion of the independent valuation be loaned, an investor is fully protected if he deals with reputable people, of whom there are many now doing this business.

When investing in a company, the lender simply trusts the directors to do well with his money, and sometimes with disastrous results. In the case of mortgages, one's own valuation can be obtained, and it can be endorsed by another. Inquiries can be made concerning the agents and solicitors, and money is invested with a liberal margin on a security which tends towards constant improvement. Where else can better safeguards be obtained? A friend of the writer's, a retired Indian civilian, who has known Vancouver for many years, writes as follows: "As for myself, I have known no one who has lost by lending money on first mortgage in British Columbia, whereas I have hardly known anyone who, at home or abroad, has escaped some loss of capital in companies."

Having thus shown that the principal sum can be securely placed on mortgage, practically without risk, the question: "What interest will actually be obtained?" may be dealt with. There are two kinds of mortgages which can be recommended: those of the very first class, as mentioned above, are secured upon buildings and sites, and carry on the average about 6 to 6½ per cent.; those of the second class, namely, on residences and on shop property, etc., not in the very best locality, carry interest at 7 to 8 per cent. They are a very fair security. Local people who want to lay aside some money safely consider them quite good enough for trust purposes, and it is a fact that, at the time when the writer left Vancouver several loans were wanted at 7 per cent., which were really first-class.



A BIRD'S-EYE VIEW OF VANCOUVER FROM THE HOTEL VANCOUVER.



SOME VALUABLE SITES IN HASTINGS STREET.

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ALBERTA.

Population, June, 1907, 21,040.
97 Wholesalers, 27 Manufacturers.

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NOTE.—That Edmonton has the Grand Trunk Pacific, the Canadian Northern and Canadian Pacific Railways, that is about the centre of the Province of Alberta, that it is about the centre of Western Canada, taking Manitoba and British Columbia into consideration, that it is the Capital City, that it has 13 Banks, 13 Churches, 10 Public Schools, one College, a million dollar Pork Packing Plant, 12 Hotels, &c.

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There is every prospect of trebling one's capital in a year. Three or four Investors could join together in taking up this property.

Plan and full particulars can be seen in London, and the purchase can be made through a Bank.

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Now, in order to arrive at an answer to the question above, let us suppose an investor sends out £10,000 which is invested as follows:—£7,000 on gilt-edged loan at 6½ per cent., and £3,000 on a good loan at 7½ per cent. The average return would be 6.8 per cent. After going most carefully into the whole question of transmission of capital out and back, Provincial income tax, cost of collection of interest, time required to send money back and forth, and the average interval which occurs for putting through a loan, and all other contingencies, the investor can be quite certain of receiving in sterling in London a clear 5.8 per cent. (in the example above) and *have his capital returned in full.*

In conclusion, let us compare these investments with similar ones in England. In the mother country about two-thirds of the value of the property is lent at a rate of about 4 per cent. on well-established values which are stationary in their nature. No appreciable rise of values is occurring, or, as far as one can see, is likely to occur, in such property in England. In the other case there is a city which must increase. It simply cannot help increasing, and values must increase too. In England the loan is on two-thirds or three-quarters of the value (trustees may lend up to two-thirds), and 4 per cent. is received as against 6 or 7 per cent. in the other case, where the loan is on half the present value. For this difference of income one is trusting valuers and solicitors in England as against valuers and solicitors in Canada. Is it worth the price? Considering how easy it is to make inquiries, and even to visit the place itself, in these days, it may be considered that the 6 to 7 per cent. investment in Vancouver is the better of the two. The writer does not know a single case where money loaned in this way at 6 and 7 per cent., and with average care and attention, has turned out badly. Insurance companies lend money freely in this way, which shows that it is a truly gilt-edged security.

A quarter section of land near French, in the Saskatoon district of Saskatchewan, was recently sold at $25 per acre. Four years ago the vendor purchased this land with other property for $3.50 an acre. The buyer was a farmer from Iowa, U.S.A.

Mr. J. C. Bradshaw, the new President of the Board of Trade, and Mr. McDonald, manager of the Imperial Bank at Prince Albert, Saskatchewan, express the opinion that there is an encouraging prospect for business in that district.

Our building departments in Canada are less active in demanding builders to conform with the scientific principles of fireproof construction than are those of the larger cities in the neighbouring republic, and it certainly behoves them to try to have it so that all the new structures in business districts shall be of the really fireproof class, whatever the height or the purpose for which it is intended, and that the old ones of the inferior class shall be so improved and protected that as disastrous a conflagration as that of the Toronto fire of 1904 will become an impossibility.—*Toronto Saturday Night.*

PARTNERSHIPS IN FARMING.

(From Our Own Correspondent.)

Inquiries from our readers asking for detailed information concerning local conditions are referred to our own correspondents in the localities named. As to partnerships, our Edmonton correspondent writes:—"I could not very well advise partnerships in farming. As a rule they are very unsatisfactory, and few farmers in this province care for such things. Again, in cases where investors look for so-called improved farms, not intending to use them themselves, but to rent them, I think that kind of investment would not prove really satisfactory. Very few want to rent farms where land is so cheap, and farm tenants are always more or less unsatisfactory. If investors would read and digest what I wrote in *Canada* in your issue of January 26, 1907, they would be much better suited. The best investments unquestionably are either wild land in good localities near transportation, or good city properties. I believe it is impossible to make a mistake in either, and I know of no safer investment anywhere; but I suppose it is hard to make the untravelled Englishman understand this.



ONE OF VANCOUVER'S BUSINESS THOROUGHFARES; GRANVILLE STREET.

I heard of two applications for loans yesterday of $150,000 each on two Jasper Avenue business properties on which two very large business blocks are to be erected. The owners are willing to give 6 per cent. for straight ten-year loans; the security is A1, and offers an excellent opportunity for British investors. They can easily get the money here at 7 per cent., but the owners think, and I agree with them, that on such security 6 per cent. is ample.

Business is improving all the time, and as soon as spring opens up Edmonton will be the busiest place of its size in America. Quite a lot of American capital is heading this way, and of course they will get the cream of everything. Great Britain seems to be too far away to get quick action.

The Canadian Pacific Railway high-level bridge bonus by-law was carried by a very large majority, and we expect to see work commenced soon.

Real estate matters continue to show improvement, and prices are stiffening.

Twenty-six cars of produce, grain, hay, and meat were shipped from Wetaskiwin, Alberta, during the month of February, and the retail merchants are doing better with the reaction of the market, and looking forward to a still greater increase in the spring business.

With a population of 15,000, many fine public buildings, good streets, and municipal waterworks, sewers, and electric lighting, Fort William, Ontario, has a wide and substantial foundation for future progress and prosperity. The gross assessment of the city last year was $11,000,000, as compared with $8,858,000 in 1907. Business assessments totalled $884,115, value of lands $4,283,572, and value of buildings $3,083,300.

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(Sir John Macdonald's Description of the Regina District.)

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SASKATOON.

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Saskatoon is situated on the South Saskatchewan River, which runs through the centre of the city.

Saskatoon is the converging point for the G.T.P., C.P.R., and C.N.R. Railways.

Saskatoon is 160 miles from Regina, 90 miles from Prince Albert, 360 miles from Edmonton, 497 miles from Winnipeg.

Saskatoon is in the centre of Saskatchewan, and in the very heart of the great wheat-producing Saskatchewan Valley.

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References:—
"CANADA," London, Eng.
THE CANADIAN BANK OF COMMERCE, Saskatoon, Sask., Can.
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REFERENCES.—Bank of Montreal; Canadian Bank of Commerce.

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REAL ESTATE NOTES.

Information for Investors.

Montreal.—Real estate dealers report rents are well maintained for all houses and flats with modern conveniences, and the slackness in new construction lends colour to these statements. At the office of the Building Inspector the opinion was expressed recently that thousands of men may be thrown out of work in the building trades in Montreal during the coming season. It was pointed out that the cost of building material had increased during the last few years to such an extent that those desiring to own their own homes prefer to buy buildings that were constructed some years ago, when materials and labour were all cheaper. No applications for factory permits had been received up to February 29, and it is not expected that there will be many extensions during the coming season, owing to the depression in the United States, the tight money market, and the stand taken by the banks. Upon the other hand, a prominent architect says: "I do not think there has been a time during the past five years when building could be done as cheaply as now." Labour is plentiful and unlikely to strike, and the price of building materials are lower. There is a splendid opportunity for the investing capitalist, as the reaction is already in sight, and the growth of population will demand increased accommodation.

One of the largest transactions this month was the sale of the Savoy Hotel property on Victoria Street to Mr. G. W. Cook. The sale is registered as for $50,000, showing a considerable improvement in values in this particular location.

Ottawa.—The Hon. Rodolphe Lemieux, Postmaster General, has purchased the residential property, 165, O'Connor Street, Ottawa. The price named is $16,500.

Toronto.—Mr. McCallum, the city architect, said recently: "I was a good deal busier on outside building at this time last year than I am now. I think that the builders will be reasonably busy this year, but the operations will not go up to what they have been the last couple of years." Regarding the price of lumber, he anticipated no advance. Much concrete is being used, lessening the demand.

The Harris Farm at Glen Grove has been sold to the owners of the adjoining Laurence Farm, and the joint estate, extending to about three hundred acres, is being laid out as a high-class residential district, with wide boulevards, crescents, and streets, with such building restrictions as will secure that nothing less than a four to five thousand dollar house will be erected.

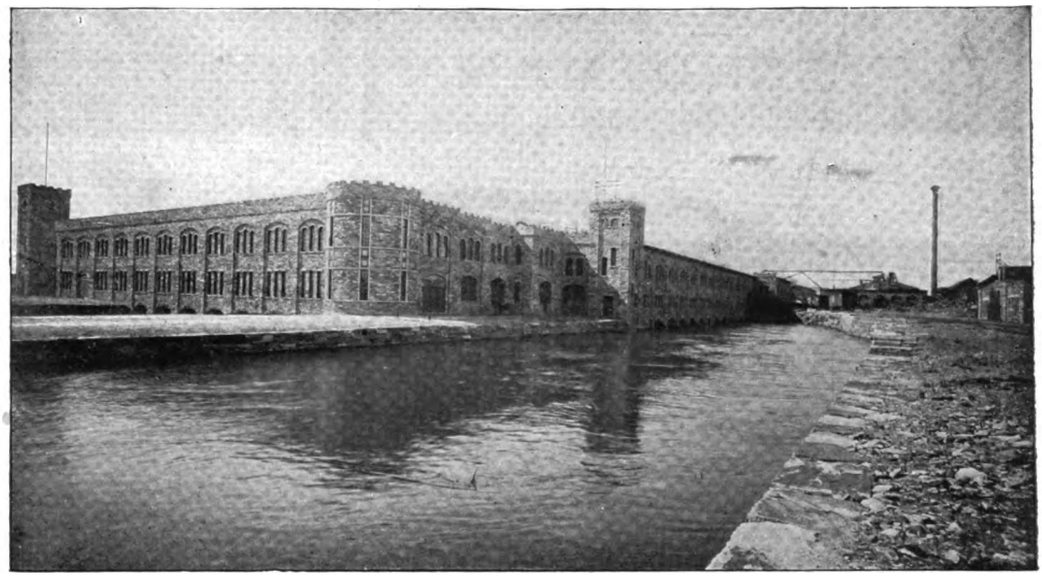
Recent sales reported are a lot 60ft. by 210ft. on Oriole Road, at $45 per foot; a house on Avenue Road, near Cottingham Street, on a lot of 26ft. by 133ft., for $6,000; a house on Dupont Street, near Spadina Avenue, on a lot 25ft. by 120ft. for $5,400; a house on Church Street, south of Wellesley Street, on a lot 30ft. by 140ft., for $4,700; a house on Robert Street, north of Wilcocks Street, on a lot 23ft by 124ft., for $3,400; and a house on Madison Avenue, south of Bloor Street, on a lot 27ft. by 133ft., for $5,800.

The building permits issued in February were the lowest since 1903, but the population is growing so rapidly that increased housing accommodation will inevitably have to be built in the near future. The population as returned by the assessors is 272,600 as against 253,720 last year, or an increase of 18,880. The total increase in population for the years 1905, 1906, and 1907 was 35,038.

Fort William.—The location of the Canada Foundry, the Barbed Wire Works, and the railway terminals of the Transcontinental Railway at this lake port have stimulated the movement in real estate. An early opening of navigation is now almost certain, and the prospects are exceedingly good for a busy season.

The building permits for the month of February were $9,300, and for January they were $510,600.

Winnipeg.—Residences on Wardlaw, McMillan, and Corydon Avenues have been purchased for investment to the extent of $35,000. A quarter section of land near Willow Grange recently changed hands for $4,700. Generally, real estate business is quiet, but not more so than is usual at this season of the year. The Jackman residence on Roslyn Road was sold for $13,000, and thirty acres between Portage Avenue and the river realised $425 per acre. In connection with the labour situation it may be stated that not enough men applied in the last week of February for work offered by the City Council. A large quantity of land has been purchased for market gardening, two experienced English gardeners being among the purchasers to the extent of fifty acres. Lots on Merrion Street, near the Canadian Northern Railway shop, have changed hands at $13 per foot. Architects are engaged on plans for several large apartment houses.



THE SAULT STE. MARIE PULP MILLS, SAULT STE. MARIE.

The recently published report of the Winnipeg Development and Industrial Bureau shows that manufacturing firms are realising the advantages of the city as a distributing centre for the country north and west. The question of cheap electric power is a burning one. Of the lines of industry making inquiry the following are classified as the most important:—Wire nail works, plough works, metal bedsteads, brush factory, silver-plating works, farm motive tractors, match factory, freight and passenger cars, leather gloves and mittens, mocassins and leggings, boat building, breakfast foods, foundry, steel ranges, chemical works, brass works, shirt factory, refrigerators men's hats, underwear, concrete making machinery, church organs, waterproof clothing, acetylene gas, carriage works, tannery, box factory, threshing machines, barb wire fence, men's clothing, corrugated metal tubes, agricultural implements, cement machinery, gasoline motors, denatured alcohol, and shoe factory.

Last year sixty-four warehouses, storehouses, and factories were erected at a cost of $1,132,200, according to the statement of Mr. E. H. Rogers, the Building Inspector. The new buildings also included 20 charity schools or institutes, 23 apartment houses, and office blocks. It is to be noted that of the 2,837 building permits issued 1,157 were for frame residences of a total cost of over $2,500,000.

Regina.—The formal opening of Regina's new City Hall, costing $175,000, took place on March 5. The new hall is the finest civic building west of Toronto, and has an auditorium with a seating capacity of 800 people.

The City Council has voted $5,000 to the Board of Trade towards advertising the advantages of the capital of the province. Mr. John Spicer, the City Assessor, reports that the assessment of the city of Regina for 1908 will show an increase over that of 1907 by a million and a quarter, and will exceed the grand total of $12,397,881, as against 1905 assessment, $3,166,943; 1906 assessment, $6,448,092; 1907 assessment, $11,147,581.

Edmonton.—At the beginning of next month this city will be the centre of the active work of railway construction, both east and west, by the Grand Trunk Pacific Railway, and already a large number of engineers and foremen are on the spot. The Canadian Northern will also have a large construction camp seventy miles west of the city. Among recent inquiries from industrial firms desirous to manufacture here is the Winnipeg Safe Works, Ltd., which is negotiating for two acres of ground and privileges from the Corporation.

The new buildings erected in Edmonton, Alta, during January and February were almost double the number put up in the same period a year ago.

The sale of the city debentures is another assurance that the municipal work for the year will be eagerly undertaken, resulting in a busier city and generally more satisfactory conditions. The business prospects of Edmonton for the spring and summer of 1908 can be considered particularly promising.

At the Board of Trade meeting Mr. Harrison, the secretary, reported that the population of the city now was estimated at over 18,000; at the last Dominion census, taken in 1901, it was only 2,626, and at the municipal census taken in 1906 had reached 11,167. The rate of taxation last year was 13½ units on the dollar, or an assessment value of $21,958,700. The new officers of the Board of Trade are: President, Mr. A. C. Fraser; Vice-presidents, Messrs. George Stock and F. S. Fisher. Mr. A. G. Harrison, who was re-elected secretary, is also chairman of the Publicity Committee.

Daysland.—A packing establishment and canning factory is planned here by Mr. Camille David, of St. John Baptist Ranch. The total cost of the investment will be $100,000, and at the start thirty hands will be employed. Already a gang of men are at work putting up large quantities of ice for storage.

This summer a large public park will be laid out and beautified; a hospital to cost $100,000 will be built; a spacious public school erected, and a convent, under the direction of the Sisters of Providence, will be started, besides many other structures.

Calgary.—The City Council proposes the establishment of a Board of Control, comprising the Mayor and two elected members, with a minimum salary of $1,500.

The influences that are relied upon to make this Calgary's greatest year are the Dominion Exhibition, railway construction, the expansion of jobbing interests, and extension of industrial enterprises. Under the manage-

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The City of Live Opportunity

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Every sort of farm implement required to carry on business.

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TIMBER, MINES, FRUIT AND FARM LANDS FOR SALE.

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ment of Mr. Richardson the work upon the exhibition is going on very successfully, and the other cities and towns of Alberta and Saskatchewan are co-operating to make it a success.

Several amendments to the Calgary charter are being asked for, the most important being the one in connection with the issue of debentures. Mayor Cameron states the Council wishes to secure power to issue debentures in either the Canadian or English market and to receive payment in the currency of either country. At the present time they can only receive payment in Canadian currency in the Canadian market.

Vancouver.—The reports received from the cities and towns of the province of British Columbia since the issue of the last Investment Supplement of *Canada* are generally satisfactory. In Victoria and Vancouver the applications for building permits have largely exceeded those in the same period last year, and suitable labour is likely to be more abundant and reliable. The assessment value of land in North Vancouver, which is separated from Vancouver proper by Burrard inlet, has doubled. Four acres of land between the Keith road and the waterfront were sold to an Eastern purchaser at $1,000 per acre. In Vancouver itself the population has increased from 52,000 in 1906 to over 60,000, according to the figures of Mr. Painter, the City Assessor. Among large buildings to be erected is a six-storey block for the Canada Life Assurance Company, on the site of the Old Leland Hotel, at a cost of $250,000. The record price for a frontage in Hastings Street was paid for the N.E. corner of Abbot and Hastings, which realised $175,000, or $2,650 per foot, the purchasers being James Stark and Co., Ltd.

Among the recent real estate transfers are two 66ft. lots in Water Street for $71,000; north-east corner of Granville and Nelson Street, $52,500; Bell block on Hastings Street, $35,000; brick block on Granville Street, between Robson and Smythe, $25,000. Contracts have been let for the erection of a seven-storey building on the south-east corner of Water and Cambric Streets, for $80,000; a $100,000 block, six storeys high, between Seymour and Granville Streets; a five-storey hotel building on Hastings Street, near Columbia Street, for $75,000. Architects have plans in hand for construction to the extent of over $500,000.

The city will spend some $2,000,000 on bridges, waterworks, etc., and the railway construction and increased settlement going on in the vicinity will tend to benefit real estate prospects.

The debit limit of the city, by the automatic working of the charter proportionate to the assessment valuation, mounted $3,000,000 on the first of the year, and now stands approximately at $9,200,000.

Looking into the future of the debenture field it is judged that within the next six months the Council will float debenture issues covering the cost of additional municipal works and the completion of the Seymour Creek water extensions. In 1906 the authorised debt of the city was $5,068,500. ,,

Revelstoke.—The reclamation of 10,000 acres in the Chilliwack Valley is a proof of the value of land in this district. Here there is a steady growth in population and the construction of business premises, schools, and churches. The Post Office, Customs, and Inland Revenue offices and the banks all report heavier returns.

Nelson.—The Customs revenue doubled recently, partly due to the steady improvement of the city, but mainly to the large importation of machinery for the development of the coal mines in the Crow's Nest Pass. In November the Canadian Pacific Railway will open its coal mine at Hosmer, by which time $2,000,000 will have been spent. Two hundred coke ovens and a huge tipple are being constructed.

New Westminster.—Mr. J. A. Cunningham was elected president, Mr. J. A. Lee, vice-president, and Mr. A. E. White re-elected secretary at the annual meeting of the Board of Trade, at which Mr. W. R. Gilley, the retiring president, presented a satisfactory financial report. Many improvements are planned for the city, including the conversion of Royal Avenue into a boulevard, the extension of the fire limits, and appointment of a building inspector. More energetic steps are to be taken to advertise the advantages of New Westminster as a residential and manufacturing centre. The City Council contemplates much expenditure upon municipal works, including extensions to the market, a new reservoir, and new schools. The proposed bridge across the Fraser River to Lulu Island will also ask for city aid.

Along the New Westminster inter-urban tram line to Vancouver a good business is being done in acreage property about Central Park and at Cedar Cottage, the demand for single and double lots is excellent. On the Steveston line the acreage propositions at Magee and other points are attracting considerable attention, and some business is being done on the North Arm of the Fraser, in expectation of realisation when the new tram line starts operation.

PROSPECTS IN ALBERTA.

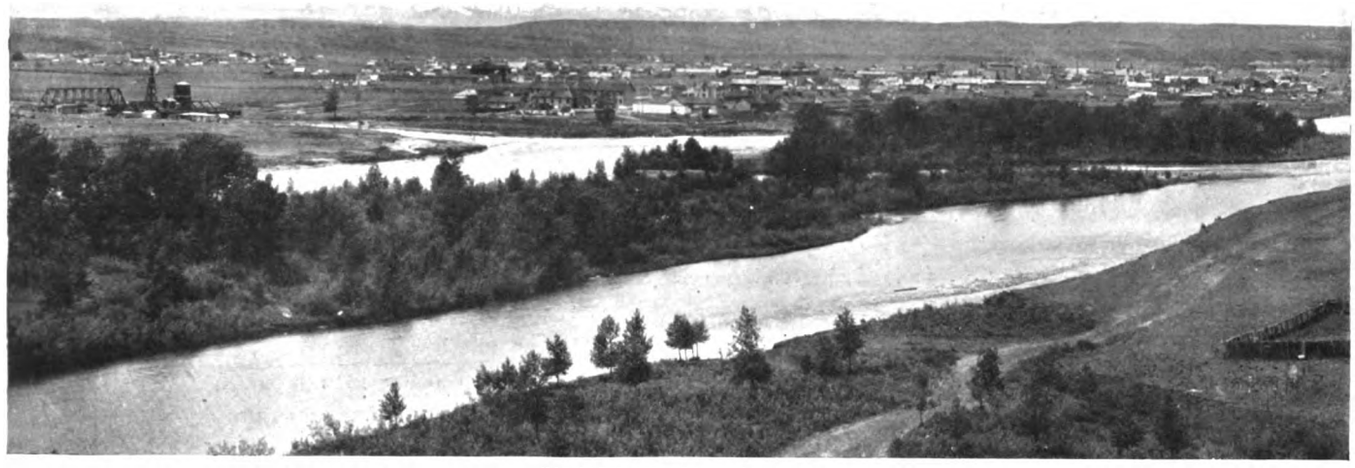
Mr. John T. Hall, formerly an officer of the Hamilton City Council, now Commissioner of Publicity at Medicine Hat, speaking in the Empire Club in Toronto, recently, said:—Alberta is bound to be a great manufacturing centre, but that the trouble lay in the fact that it would not be industrially developed by Canadian, but by United States Capital. The Canadian and Briton did not seem alive to their opportunity, and their cousins across the line would take their place.

The rancher is now giving place to the mixed farmer in Alberta, and the tiller of the earth will soon be followed by the manufacturer. There is an abundance of coal in the province, and the beds run from Peace River to the American boundary. The manufacturer can buy coal in Alberta to-day for $1 and $1.50 a ton.

In the country surrounding Lethbridge, Morinville, and Calgary, there is a gas field 100 miles long, and 50 miles wide. Boring for gas is now in progress 20 miles from Edmonton, and if it is found there it will prove conclusively that the province possesses the largest gas belt in the world.

"While here," said Mr. Hall, "I interviewed a large florist west of Toronto. He told me that his fuel for the year cost him $20,000 with an additional $5,000 for handling it. If that man were situated in the West he could sink gas pipes and draw every bit of heat he wants for $4,500 per year—an inexhaustible supply."

Touching on the power question, a live one East as well as West, Mr. Hall said that the municipality of Medicine Hat undertook to sell power at $2.40 per horsepower per annum, with a profit accruing to the 5,000 people of Medicine Hat of $5,000 per year. The town has the lowest tax rate of any place in the Dominion, namely nine mills on the dollar.



CALGARY AND THE BOW RIVER.
In the background can be seen the Rocky Mountains, which are eighty miles distant.

FORTHCOMING G.T.P. LAND SALES.

It is understood that the Grand Trunk Pacific Railway Company will put sixty-two town sites west of Winnipeg on sale simultaneously in the spring. Already three of these town sites are ready for sale—namely Rivers, a divisional point, 142 miles west of Winnipeg; Nokomi, 382 miles west of Winnipeg; and Tofield, on Beaver Lake, fifty miles east of Edmonton.

At the divisional points the prices of town lots will range from $100 to $500, while in smaller places they will run much lower, although the rates for the latter places have not yet been fixed. Lots will not be auctioned off at the ordinary town sites, but will be sold at fixed prices, and will be allotted in the order of precedence of the application. Already a great number of purchasers have sent in requisitions to the office in charge of the sale. At Prince Rupert, the Pacific terminal, there will also be a sale of building lots, and it is expected that the port will have a population of 20,000 before the close of this year.

The Canadian Northern Railway Company has sold 10,000 acres of land at $10 per acre to the Luse Land Company of St. Paul, Minnesota.

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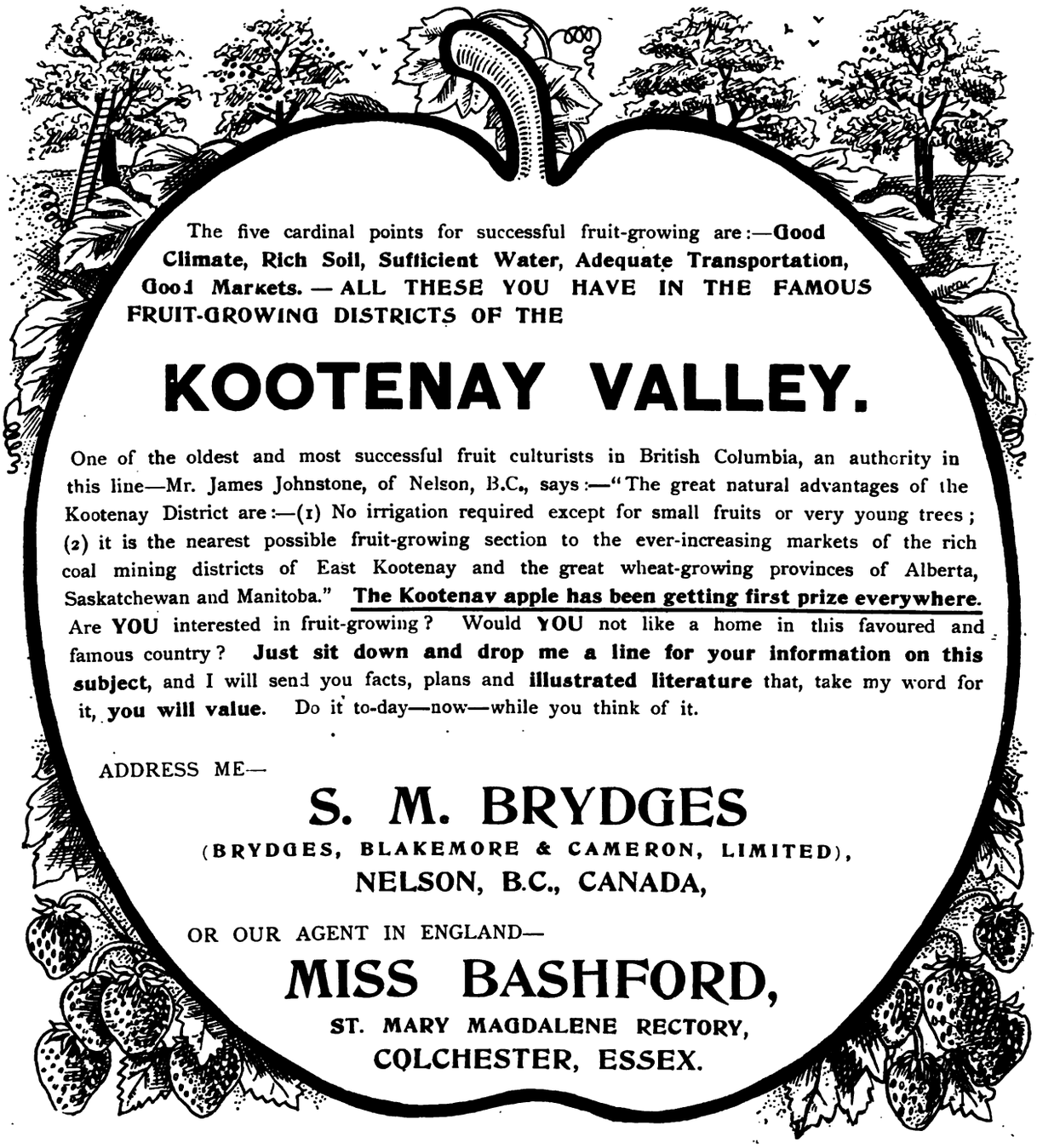
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The Editor will consider articles, photographs, and communications of general interest on Canadian subjects. Rejected matter can only be returned if the necessary postage is enclosed, and no responsibility is undertaken for the safe return of such matter.

Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signatures are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired this fact should be stated.

We are always glad to receive the loan of photographs of interesting Canadian subjects for reproduction. The originals will be carefully preserved and duly returned.

Letters may be addressed care of our London or Canadian offices to be called for (not forwarded).

Cheques and P.O.O. to be made payable to "The Canada Newspaper Co., Ltd."

CORRESPONDENCE.

"WHAT SHALL WE DO WITH OUR SONS?"

To the Editor of *Canada*.

SIR,—Since I have been in England I have met scores of men who are asking: "What to do with their sons?" and I, of course, have not lost any opportunity in joining in conversations, in the home, in the club, and in the railway car. I generally ask: "What kind of sons have you got?" That's enough to set the most reticent Englishman talking. It also gives me the opportunity of saying "What kind of 'sons' Canada wants!"

England has all kinds of sons, and it is no earthly use persuading the kind we know, by experience, will be failures, to come to Canada.

Canada's last great west wants England's sons that are of the best; those who have some ambition to help themselves; who have some practical ideas; who are not afraid to work; and who have a little ready money that they can draw on when they see opportunities for spending such to their advantage.

There are, I find, a number of young men in England's public schools whose parents are trying to answer this great query. For every vacancy in England of any kind there are hundreds of applications, and perhaps any one of the applicants could fill the position! What's to be done with the rest—the great majority of the best of England's sons?

My reply is, in the words of Horace Greely:—"Go West, young man, and grow up with the country." Then comes, fired back at me, is the question: "What do you know of Canada's West?" and I answer: "It's twenty-seven years since I first went to Alberta, Canada, and, if I have not made a failure of it, there's no reason why others should not be able to do the same. But remember the pass-word to success in the west is—'Work.'"

I am remaining in England a few weeks longer, and if I can be of any service to the headmasters of public schools, and to parents interested in finding a scope for their sons in the West of Canada, I shall be most pleased to do so.—Yours, etc.,

BERVILLE THOMAS,
Secretary, Alberta Press Association, Camrose, Alberta.
Address c/o the Rev. R. Pargiter, Homefield, Thame, Oxon.

CAPTAIN MIKKELSON'S ARCTIC EXPLORATIONS.

Captain Mikkelson, commander of the Anglo-American expedition to Beaufort Sea, whose vessel, the *Duchess of Bedford*, was crushed to pieces in the ice near Herschell Island, is now on his way back to civilisation from Alaska, and will endeavour to raise funds for another dash into the Arctic. The purpose of this trip is not the discovery of the Pole, but to test the theory which is held by Mikkelson and others of the existence in the Arctic regions of an enormous archipelago as yet unexplored, lying north and west of Beaufort Sea. If Captain Mikkelson goes north again he should be vested with a commission from the Dominion of Canada to take possession of whatever lands he may discover in the name of the King.

Trade and Commerce Notes.

Canada's Inland Ports.

A statement is published by the Department of Trade and Commerce which shows that during the season of 1907 shipments by Canadian vessels of all kinds of grain from the ports of Fort William and Port Arthur totalled 49,097,313 as compared with 38,688,580 bushels in 1906, 31,186,654 bushels in 1905, and 27,271,506 bushels in 1904. The shipments by foreign vessels from Fort William and Port Arthur last season totalled 10,713,495 bushels. Of the wheat, oats, and other grain consigned from these two Canadian ports at the head of the Great Lakes, 5,760,179 bushels were carried to Owen Sound, 3,889,867 to Midland, 813,459 to Tiffin, 6,570,959 to Depot Harbour, 430,088 to Collingwood, 2,637,717 to Point Edward, 1,864,818 to Meaford, 4,924,150 to Goderich, 571,946 to Welland Canal, 16,863,245 to Kingston, Prescott, and Montreal, 931,782 to Port Huron, 13,787,470 to Buffalo, 579,574 to Erie, and 85,554 to Chicago.

* * *

Pacific Coast Fisheries.

In a report to the Legislature of British Columbia on the fishery interests of that province, Mr. Babcock, the Provincial Fishery Commissioner, points out the necessity of stringent methods if the industry is to be preserved on the Fraser River, and also applies this warning to the Skeena. In the latter the fishing was excellent last season, but unless measures are taken to prevent the conditions which have arisen on the Fraser, the Skeena will suffer as the Fraser already has done. This year much more attention will be paid to the canneries on the northern rivers. The great centre used to be on the Fraser, but this year it is said that not more than ten canneries will be in operation on that river, while both the Canadian and American interests are preparing to devote more attention to the northern waters. The plants on the south-western and south-eastern streams of Alaska will be operated with larger staffs than ever.

* * *

Fruit Canning in British Columbia

With the development of the fruit-growing industry in British Columbia, canning and evaporating factories are springing into existence, and the town of Reidstoke is rapidly becoming an important point for the marketing of fruit. The Okanagan canners have a complaint that Western dealers are more favoured than they in reaching the coast market, and this matter is being taken up by the Board of Trade o fthe Okanagan Valley.

* * *

Canada's Dry Docks.

In pursuance of its policy for encouraging the building of dry docks for the convenience of Canadian shipping, the Dominion Government has secured the passage of a resolution which permits of the payment of an annual subsidy of three per cent. per annum on the amount expended in the construction and equipment of any dry dock, the amount of such subsidy, however, not to exceed in any case the sum of $45,000 per annum. It is expected that this grant will be used to encourage the construction of large modern dry docks at St. John, N.B. and at Montreal, and possibly at other places. It is provided in the resolution that if the company accepting this subsidy does not maintain the dock in proper repair, the Dominion Government may take it over. The tolls and rates for the use of all subsidised docks will be subject to approval by the Dominion Government.

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Trade Notes.

[*Canadian Patent Agents handling valuable Inventions which they consider will be of use in Great Britain should communicate with us.*]

Messrs. Chance Bros., of Birmingham, are supplying the cut-glass lenses and other equipment which are being used in improving the lighthouse and marine signal service on the coast of British Columbia. Estevan Point and Pachena Point are to have lights of maximum power.

A Bill to authorise the loan of $10,000 to the Canada Zinc Company, of Messon, B.C., has been introduced by the Government of the Province of British Columbia to assist in the construction of an electric smelting plant.

Canada is importing cotton piece goods from the United Kingdom in increasing quantities and the exports of unbleached cloth to the Dominion also shows an improvement. Last January the exports of unbleached piece goods were 1,536,200 yards against 1,019,100 in 1907; of bleached goods 3,976,200 yards against 2,140,200 last year; of print goods 4,711,200 yards, as compared with 2,971,400. The total quantity of all kinds of cotton piece goods imported into Canada in the month of January during the last three years were as follows: In 1908, 12,526,500 yards; in 1907, 8,602,000 yards, and in 1906, 7,706,200 yards.

Hon. Sydney Fisher, the Canadian Minister of Agriculture, will introduce this session amendments to the Fruit Marks Act, increasing the penalties for fraudulent packing and marking of apples for export.

Mr. P. H. Burton, of Toronto, states that with the exception of the reduction in the duty on silks from 30 to 20 per cent., and on ribbons from 35 to 25 per cent., the dry goods trade is not much affected by the new commercial treaty between Canada and France. The reduction on other items is trifling and in no case is the duty as low as on British goods. The duty on British silks remains 17½ per cent., against 20 per cent. on French silks which formerly paid 30 per cent. duty. To benefit by the tariff all French exports must be landed at a Canadian port, but may sent viâ a British port.

BRITISH PAINT FIRM IN CANADA.

Messrs. William Harland and Son, the well-known paint and varnish manufacturers of London and Merton, have taken over the business of the Victor Varnish Company in Toronto, and will commence manufacturing there on a large scale.

BOARD OF CONTROL FOR MUNICIPAL AFFAIRS.

There is a movement on foot in Montreal and several of the larger cities of Canada to inaugurate a "Board of Control" in municipal affairs similar to that which is in operation in Toronto. The duties of the Board under the Consolidated Municipal Act of Ontario are to centralise control of the city's expenditure. To control the awarding of contracts. To appoint, act with, or dismiss the skilled heads of administrative services, who are to be responsible for the work they do. To present necessary by-laws. The recommendations of the Board are always subject to rejection by a majority of the City Council, but the Council cannot reverse the Board's recommendations except on a two-thirds vote.

NEW TOWNSHIPS IN MANITOBA.

Mr. J. W. Tyrell, land surveyor, of Hamilton, Ontario, who has been surveying several new townships along the north-western shore of Lake Winnipeg, has broken up his camp at Gimli, Manitoba, until next year, when he expects to finish his contract with the Dominion Government. He reports several areas of fine farm land in these newly surveyed townships. Much of it, however, is marshy, and fit for nothing but hay. Large areas around Sleeve Lake abound in moose, and many bears were also seen. Several half-breeds have located or "squatted" on the shores of the Little Sleeve Lake, where they grow excellent potatoes and other vegetables. There is an abundance of fish in the lake, and great tracts of hay land furnish food for their cattle.

Land has been sold recently in the vicinity of Osage, Saskatchewan, at from $25 to $35 per acre.

Answers to Trade Correspondents.

G. J. T. (Hereford).—Address the secretary of the Cold Storage Company, S. Catharines, Ontario, which is intimately connected with the Niagara Peninsula Fruit Growers' Association. Mr. P. W. Hodgetts is the secretary of the Ontario Fruit Growers' Association.

R. W. (Stoke).—The McClary Manufacturing Co. has its principal works in London, Ontario; there are large warehouses and showrooms in Montreal.

CANADIAN MINING INSTITUTE.

At the annual meeting held in Ottawa, a resolution was adopted to memorialise the Dominion and Provincial Governments in favour of securing some more uniform system of mining legislation throughout the Dominion. Much fault was found with the present mining laws, many criticisms being levelled at the Ontario Government's policy of continuous change in laws through the passing of Orders in Council. Mining engineers present complained that the changeable policy of the Provincial Government prevented the development of mining property and drove away capital. It was also urged that the prospector was not adequately protected.

Mr. McLeish, of the Geological Survey, said that last year's mineral production amounted approximately to $86,000,000, which was 10 per cent. increase over 1906. The biggest increase was in copper, and now gold, which four years ago lead the van, was behind. In 1900 the Yukon produced $22,000,000 worth of gold, and last year but $3,500,000. Cobalt furnished 77 per cent. of the total production of minerals.

New Officers.

The following were elected as officers for the year 1908-9:—President, Dr. W. G. Miller; Vice-Presidents, G. E. Drummond, Montreal; Dr. Barlow, Ottawa, and W. Fleet Robertson, Victoria, B.C.; Secretary, H. Mortimer Lambe, Montreal; Treasurer, J. Stevenson Brown, Montreal. Council, W. M. Brewer, Victoria, B.C.; Arthur Cole, Cobalt; R. H. Drury, Montreal; Charles Fergie, Glace Bay, N.S.; J. E. Hardman, Montreal; R. T. Hopper, Montreal; J. McNab, Trail, B.C., W. F. C. Parsons, Londonderry, N.S.; R. W. Robb, Amherst, N.S.; O. B. Smith, Phœnix, B.C.; R. H. Stewart, Rossland, B.C.; J. B. Tyren, Toronto. The headquarters of the Institute will remain in Montreal.

THE NEW QUEBEC BRIDGE.

The Dominion Government will hurry on the reconstruction of the bridge across the St. Lawrence above Quebec. The original design will, in its main features, be adhered to, including the 1,800ft. span. Provision will be made for more powerful supports. There is some speculation as to whether the submerged wreckage of the collapsed structure will in any way affect the movement of ice from the river when navigation opens next month.

Canadian Buyers in England.

The following is a list of movements and fresh arrivals of Canadian soft goods buyers in England:—

LONDON.

G. Rowat (McMahen, Granger and Co., London, Ont.) Holborn Viaduct Hotel.
Colin Cockburn (Cockburn and Rea, Ltd., Toronto)—35, Milk Street, E.C.
D. A. Ross (John B. Caverhill and Co., Montreal)—2-4, Carey Lane, E.C.
E. St. Pierre (Thibaudeau Bros. and Co., Quebec)—22, Basinghall Street, E.C.
John Harper (The T. Eaton Co., Ltd., Toronto)—7, Warwick Lane, E.C.
A. Lemieux (The Paquet Co., Ltd., Quebec) (new resident buyer)—39, Noble Street E.C.

MANCHESTER.

W. McMillan (Gordon, Mackay and Co., Ltd., Toronto) —Queen's Hotel.
A. McPherson (The T. Eaton Co., Ltd., Toronto)—Queen's Hotel.
F. Trebilcock (Gordon, Mackay and Co., Ltd., Toronto) —Midland Hotel.

The February bank clearings of Winnipeg, Quebec, Halifax, N.S., and Victoria, B.C., show an increase ranging from 4 to 14 per cent.

Canadian Government TRADE COMMISSIONER SERVICE IN GREAT BRITAIN.

The Department of Trade and Commerce of Canada has established the following Trade Commissioners in Great Britain:—

P. B. BALL, Room 39 and 40, Central House, Birmingham.

J. B. JACKSON, cor. of E. Parade and Greek Street, Leeds. Agent for Leeds and Hull.

P. B. MACNAMARA, Canada Chambers, 36, Spring Gardens, Manchester.

W. A. MACKINNON, Sun Buildings, Clare Street, Bristol.

Commissioners and Agencies have also been established in various other parts of the World as follows:—

Australasia—
J. S. LARKE, The Exchange, Sydney. Agent for New South Wales, Queensland and New Zealand.
D. H. ROSS, Stock Exchange, Melbourne. Agent for Victoria, South Australia, Western Australia and Tasmania.

China, Japan, and Corea—
W. T. R. PRESTON, Club Hotel, Yokohama.

France—
A. POINDRON, 101, Rue Réaumur, Paris.

Japan—
ALEX. MACLEAN, No. 14 Bund, Room B, Yokohama.

Mexico—
A. W. DONLY, Rebeldes No. 6. Mexico, D.F., Mexico

Newfoundland—
E. D. ARNAUD, Gazette Building, Water Street, St. John's.

Norway—
C. E. SONTUM, Grubbegd, No. 4, Christiania, Norway. Agent for Denmark also.

South Africa—
JOHN A. CHESLEY, Rhodes Building, Cape Town, Cape Colony.

West Indies—
E. H. S. FLOOD. Barbadoes.
E. A. H. HAGGART, Kingston, Jamaica.
R. BRYSON, St. John, Antigua. Agent for Antigua, Montserrat, and Dominica.
S. L. HORSFORD, St. Kitts. Agent for St. Kitts, Nevis, and the Virgin Islands.
EDGAR TRIPP, Port of Spain, Trinidad. Agent for Trinidad and Tobago.

These Gentlemen will be pleased to furnish Commercial or other Information with respect to Canada to British and Foreign Importers or Exporters without charge.

Trade enquiries will be sent to Canada and published without charge in the Weekly Report, which is distributed to business men throughout the Dominion.

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Railways.

Lord Strathcona, High Commissioner for Canada, is informed by cablegram from the Minister of the Interior at Ottawa that $26,000,000 have been expended down to date on the National Transcontinental Railway now being constructed. Over two-thirds of the main line from Moncton to Winnipeg are now under contract.

The plans for the erection of a handsome hotel and a new station in Ottawa by the Grand Trunk Railway will involve an expenditure of $2,703,000, including the estimated cost of furnishing and equipment. Negotiations with the Ottawa City Council regarding the matter are expected to be concluded on April 15.

Plans for a proposed car ferry steamer 260 feet long, with a capacity for 15 cars, and with facilities for landing them at every stage of the tide, for use on the St. Lawrence, have been submitted to the Quebec City Council. It is proposed to establish a ferry, in view of the delay in the construction of the Quebec bridge, and the aid of the Dominion Government will be sought.

Messrs. Foley Bros., Larsen, and Stewart have been awarded the contract for building the first 100 miles of the Grand Trunk Pacific Railway from Prince Rupert eastward, and work will commence next month. This is the heaviest section of the line, and will involve an expenditure of over £1,200,000. Most of the work is through rock, and is estimated to cost over £14,000 a mile.

In an interview at Toronto on March 15, Mr. D. D. Mann, vice-president of the Canadian Northern Railway, stated that the railway and ore docks at Key Harbour would be completed and ready to carry ore from the Moose Mountain mines by the time navigation is open on the lakes. Mining and crushing has been carried on all winter, and they have a large amount awaiting shipment. He prophesied in two or three years an output of 500,000 tons of ore per annum. The Sudbury line would be used for through passenger traffic to the West.

Shipping.

The seagoing dredge *W. S. Fielding* will deepen a channel 500 feet wide to a depth of 30 feet at low water for a distance of one mile.

The new 10,000-ton Allan liner *Hesperian*, which is now fitting out on the Clyde, is expected to leave Glasgow on her first voyage on April 25.

Messrs. Swan, Hunter and Co., of Wallsend-on-Tyne, are building a steamship 259 feet long with 43 feet beam for freight traffic on the Canadian lakes, to the order of Mr. Clarence I. de Sola, of Montreal.

The Dominion Government has set about the work of improving the harbour of St. John, New Brunswick and its approaches in earnest. At present such vessels as the Allan turbiners and *Empresses* are liable to much delay.

The service of the Union Steamship Company between Vancouver and Prince Rupert has been opened by the steamer *Camosun* and will be made a weekly one upon the arrival of the new s.s. *Cariboo* from the Clyde.

The steel s.s. *Miowera*, 3,393 tons gross, well known on the Pacific coast and built at Newcastle in 1892, and owned by the New Zealand Shipping Co., Ltd., London, has been sold to the Union Steamship Co. of New Zealand for about £8,000.

The Allan line turbine steamer *Virginian*, which arrived in the Mersey on Saturday, made a smart run across the Atlantic. Her passage occupied just under five and a half days. She left Halifax about one a.m. on Saturday last week, and was reported at noon on Friday to be 110 miles west of the Fastnet. This is the first round trip of the season made by the Virginian, which is one of the fastest and most comfortable steamers on the Canadian route. The *Victorian*, from Liverpool, was reported abeam of the Fastnet at 2.25 on the 14th inst., and reached Halifax early on Friday morning, so that both the turbines have made, on the season's initial trips, splendid performances.

TRADE PERSONALS.

The name of the Locomotive and Machine Company of Montreal, Ltd., whose London address is 26, Victoria Street, S.W., has been changed to the "Montreal Locomotive Works, Ltd."

The law firm of Heneker, Duff, and Stephens, Montreal, has been dissolved by the withdrawal of Mr. Stephens therefrom. The remaining partners of the firm, together with Mr. Walter S. Johnson, will practise together under the firm name of Heneker and Duff.

NEWFOUNDLAND'S RAILWAY SYSTEM.

Newfoundland railway and steamship services receive considerable attention in an illustrated article in the *Railway Gazette*, of March 20, in which we are reminded that "Newfoundland has a unique position in the railway world." It has one system of railways only, 635 miles long and narrow gauge, but with the steamship lines the mileage of the system is 3,364 miles. The whole belong to the company of which Sir Robert Reid is President. Express trains crossing the island in 28 hours run three times a week. The line has 25 locomotives, 38 passenger cars, and 364 freight cars, a seemingly small rolling stock equipment; but then the whole of Newfoundland, in spite of its 6,000 miles of coast line, has a present population of only a quarter of a million. The railway company not only works a regular service of steamers around the coast and to Sydney, Nova Scotia, and other Canadian ports, but it also operates the electric light and tramways in St. John's.

FREIGHT RATES AND SHIPPING RINGS.

Mr. Eaton, manager of the freight department of Messrs. Eaton and Co., of Toronto and Winnipeg, has been giving evidence before the Royal Commission at Westminster, which is inquiring into the operations of shipping "rings." He considers that the ovean transport from the United Kingdom to Canada, via the ports of Montreal in the summer and St. John, Halifax and Portland in the winter, is in the hands of a combination known as the "Canadian North Atlantic West Bound Conference." This combination, according to their later lists, comprised the Allan line from Liverpool and Glasgow, Canadian Pacific Railway from Liverpool and Avonmouth, the Dominion line from Liverpool and Avonmouth, the Manchester liners from Manchester, and lines from Glasgow and Newcastle. Another group of the same conference controlled the freight from London. The action of the conference throughout had been to force rates up. From the winter season of 1905 and 1906 in particular the ocean proportion which previous to that had stood at about 10s. per ton measurement, was raised to 12s. 6d., and at the present time on dry goods stood at 15s. Alluding to through rates to Canadian points via U.S. ports, Mr. Eaton said that the charges by these routes were at one time 8s. per ton, and though they advanced they were still below the rates to Canadian ports direct until this winter; now they are practically identical. As regards freight from the Continent, the British lines, acting in conference, in order to compete with German lines offered rates as low as 11s. to 11s. 9d. per ton measurement. as against 15s. for direct British-Canadian traffic. It might be said that if this traffic was not secured it would fall into the hands of German-owned lines. On the other hand, it was obviously unfair that German trade should be exploited to the detriment of the British manufacturer or merchant. Canada's position was totally different from that of other British Colonies, as there was no lack of freight on the home voyage, whereas in the case of South Africa practically no tonnage could be obtained in quantities sufficient to form a cargo. "Every increase in freight," said Mr. Eaton, "gave an advantage to American-manufactured goods." Mr. Henderson, M.P., asked Mr. Eaton if he thought such shipping conferences should be made illegal? His answer was "Yes."

On March 25 Colonel Smith Park, of the Allan line, gave evidence before the Royal Commission as representative of the Canadian North Atlantic Westbound Freight Conference.

THE LUMBER INDUSTRY.

Mr. W. A. Charlton, president of the Lumbermen's Association of Ontario, speaking in Toronto on March 2, said: "It is my opinion that last year's prices for nearly every class of lumber will be fully maintained." The cost of production, Mr. Charlton pointed out, had not been reduced, though the wages of labour went down about 15 per cent. last November, the middle of the log cutting season. Hay and oats were much dearer than usual.

Further, the stock of unsold lumber at the mills was now much smaller than for several seasons. Mr. Charlton added that a smaller quantity of lumber would be produced in 1908 than in 1907, both in Canada and the United States. In Quebec and the other eastern provinces the production of spruce lumber would be 50 to 70 per cent. less than in 1907.

The General Outlook.

Replies received to enquiries instituted by the *Canada Lumberman* in British Columbia disclose a general feeling of confidence that the demand will show considerable increase in the spring. Not only the diminution in output, but the increasing demand for pulpwood, railway ties, and woods needed for the growth of population on the entire American Continent. The quantity of spruce, pine, hemlock and laths shipped to the United States markets have shown a great falling off, and nearly all the hardwood mills there are shut down. In Eastern Ontario and Manitoba the falling off in the building trade has, of course, been a large factor in the situation, and, though the prospects are improving for the coming spring in many sections of the Dominion, no great expansion in business is expected for some months, when depleted stocks plus a renewed demand must both operate favourably upon prices.

Ravages of Forest Fires.

In his plea before the Lumbermen's Association, for Ontario, for more Government protection of the forest wealth of Canada, Mr. Charlton said over a thousand square miles have been burnt along the line of the Grand Trunk Pacific prospective route since their surveyors went in. Five hundred miles of this is in the Kenogami region, about the finest country north of the height of land, and timbered with fine spruce forest; most of the other five hundred miles is north of Lake Nepigon in the district of Thunder Bay. The pine lands will reforest with pine as naturally as grass will grow, if only protected from fire. This can be done by the employment of a sufficient number of good fire rangers. The rate of wages fixed by the Government and paid heretofore, has been $2 per day for the fire ranging season from May 1st to September 30th, and the ranger bears his own expenses for shelter and provisions in the woods. Where fire rangers are watching on licensed timber lands the Government pays half and the licensee half. Additional fire rangers are an urgent need.

A great lumber merger is announced at Winnipeg, under which five big companies with an aggregate output of three billion feet, and a capital of ten million dollars, will amalgamate. The companies are the Red Deer Lumber Company, the Elk Lumber Company, the Sunset Lumber and Timber Company, the Yale, Columbia Company, and the Bowman Lumber Company. They have seven complete outfits, including several of the best mills in western Canada.

Col. Davidson, of Toronto, and Mr. A. W. McRae, of Winnipeg, are among the purchasers of the large lumber interests of Lester W. David, in New Westminster, B.C., and at Anacortes, Wash. Messrs Edward and Louis Swift, Chicago meat packers, and Peter Jansen, Nebraska lumbermen, are also joint purchasers of both plants. The deal represents property worth over two million dollars. New Westminster mills will be made the largest on the Pacific Coast. It is expected that the Dominion Government will assist in the carrying out of the plans for the improvement of the Fraser river.

Small houses are scarce in London, Ontario, and rents will probably advance by 10 or 15 per cent. for those letting at $25 per month and less.

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Canadian Finance.

(From Our Own Correspondent.) TORONTO.

Recently we have seen how prompt this market and Montreal are to reflect improved conditions on Wall Street. One may regret the affinity between the American and the Canadian exchanges, but it is a fact that cannot be ignored. It is cheering to note, however, that latterly our exchanges have shown more resistance to New York weakness, and this is a favourable development which it is to be hoped will be maintained. That the local markets are on a firmer footing is certain, and it is believed that prices will continue to recover. Purchasers who got in much lower down are showing little desire to take their profits, and are apparently content to wait for still higher prices. Recent developments have been few, but not altogether unimportant. One of the principal features has been the cut in the Canadian General Electric dividend from 10 to 7 per cent., not altogether surprising, but a nasty jar to the market. Laurentide Common is up to par. The Dominion Coal report and meeting attracted little attention. The Coal Co.'s output for February and the official report of the Steel Co. for the same month are both highly encouraging. It is said that the Steel Company is working to the full extent of its capacity in all departments. The Nova Scotia Co. also did very well with its coal figures, but it is thought that the steel production will likely be affected by the present depression. With regard to the new loans that are expected shortly, nothing fresh is known about Winnipeg, but tenders are to be in at the end of the month for Montreal's $5,000,000, and it is likely that the Edmonton bonds will shortly be offered in London. Many other new issues are pretty certain to be made in the course of the next few months, especially as the money situation in Europe has changed so remarkably lately.

To Coax British Capital.

Efforts are being made by the Canadian Manufacturers' Association to persuade British loan companies to establish branches here, the idea being to obtain loans upon better terms than are obtainable from the banks and loan companies, these preventing manufacturers from making necessary extensions to their factories, etc. It is stated that the C. M. A. had put the matter before the Canadian Government officials in Great Britain, and good results are expected. It is believed that if only London companies can be convinced as to the profitable openings existing in this country they will be ready to open branches in this country. There can be no doubt that such a business would prove very profitable to any companies that decided to establish branches here, in support of which statement reference need only be made to the reports of the loan mortgage concerns issued since the turn of the year.

The Agitation to Amend the Bank Act.

In the discussion which has taken place in Parliament many suggestions were put forward for amending the Banking Act. Mr. Fielding, whilst defending the present system, emphatically refused to commit the Government to the inspection of the banks, expressed his regret at the references made to "a particular bank" as "calculated to do harm," and gave it as his opinion that the notes and deposits of all the banks "were without exception perfectly safe." He said that decennial amendments of the Bank Act were sufficiently frequent, and though he might propose some minor amendments to be introduced this session he would not favour general changes until 1910. During the discussion the Minister of Finance killed the statement current last year that the banks had applied to the Government for assistance to move the crops, and defended the present policy of the banks in regard to their foreign call loans.

Mr. Walker on the Steel-Coal Struggle.

Interviewed, Mr. Byron C. Walker, the General Manager of the Canadian Bank of Commerce, has given it as his opinion that "there should be an immediate settlement" of the protracted litigation between the Iron and Steel Companies, "in the interests of the whole Dominion." Mr. Walker holds the view that "this grave national danger should not be permitted to continue, because those at the head of these concerns hold such divergent views. The time has now come when Mr. Ross and Mr. Plummer should place their sides of the case before a tribunal of representative Canadians and let them decide it. Public opinion should be so strongly aroused that these gentlemen will have to submit to arbitration. What is the use of continuing the struggle in the Courts? No matter how the Privy Council's decision goes the matter will not have been adjusted. Either the Steel Company will have to take inferior coal or the Coal Company will have to supply coal at $1.26 per ton, and each condition is equally ruinous." The meeting of the Coal Company was uneventful, the president merely repeating what had already been dealt with fully in the report.

Consolidated Rubber.

Justification for the consolidation of the principal rubber companies under the title of the Canadian Consolidated Rubber Company was furnished by the directors' report for the past year. Submitted at the annual meeting this gave total sales of $6,659,598, and net profits of $596,982. Due provision having been made for the interest on the bonds and dividends on the Preferred stock, there is a balance of $311,870 left to be carried forward to the next account. The directors state that the general condition of the shoe trade is quite satisfactory, and present indications lead them to the belief that he results for 1908 will show a welcome expansion in the earnings of the amalgamated companies.

Mr. Slade, a member of the firm of Sperling and Co., who have so largely interested their clients in Canadian investments, has returned from a recent trip to Mexico, and is at present in Toronto. He has been inspecting the plant equipment, etc., of the Mexican Tramways, Mexican Light and Power Co., Pueblo Tramways, etc.

Mr. Slade spent five weeks in Mexico examining not only the various plants in which his firm is interested, but also looking carefully into the general situation. He expressed himself as thoroughly satisfied with the outlook.

The London Market.

LONDON, WEDNESDAY.

With the end of March settlement in sight, new business could hardly be expected to assume abnormal dimensions. As the account drew to a close there was a certain amount of bear covering in places, but the markets have shown little or no vitality, even the reduction in the Bank rate—anticipated in our last issue—failing to produce any stimulating effect upon prices. A cold response has been accorded to several of the recent new issues, and we regret to find that this applies to the Grand Trunk Pacific issue, already dealt with in *Canada*, the price as a result having fallen to a discount. The cautious attitude which now governs investors will gradually disappear as confidence is restored, and we have no hesitation in saying that within the year investors will be bidding a substantial premium for this self-same stock. It is attractive and cheap, and the lukewarm response to the issue shows how blunted have become the perceptive faculties of investors. The financial situation in this country has latterly undergone a remarkable improvement, and, although the public deposits are unusually heavy for this period of the year, heavy disbursements are now in progress which must materially swell the resources of Lombard Street, and in turn affect first high-class stocks, and then securities of a secondary grade. The money market is indeed following exactly the course we indicated in the early days of January, and the markets are likely to witness a steady improvement from now onward, provided we are not confronted with untoward political or economic developments. With the turn of the financial year, and the disclosure of Mr. Asquith's intentions, it is probable that we shall see an extension of business in the stock markets. The present stagnation certainly cannot withstand the pressure of cheap money, and a marked alteration in the complexion of the markets may be witnessed at any moment. And in saying this we do not overlook the alarming effect which has been produced upon the mind of capitalists by the anti-capitalistic attitude of the present Government. Canadian securities have been chiefly noticeable for the strong recovery in C.P.R.s, which, in sympathy with the improvement in Wall Street, have jumped about 6 points. Whilst Grand Trunk Guaranteed has lost ½, and the market weakened on the result of the G. T. Pacific issue, there has been a general advance in other stocks on balance, notably in the Junior Preferences, which are about 1½ up. The G. T. Pacific Debentures, after being down to 2 discount, rallied on buying, orders being forthcoming at that figure, and close about ½ discount. Canadian Northern descriptions have been steady with little or no change in prices, but Quebec Central New Incomes are up a point. B.C. Electric Preference Ordinary have advanced 1. Hudson's Bays have added a point to their previous quotation, and Dominion Coal have also been bought on the report and recent developments. The South American group has shown an easier tendency, and elsewhere Le Roi have given way again. In the Government list the effect of cheap money is reflected in rather higher quotations for the different issues.

A New Oil Company.—It is rumoured that a company is in process of formation with the object of taking over an oil property situated in Canada.

Answers to Correspondents.

L. R. (Winchester).—March 7.

W. M. (Abingdon).—Write us fully and we will do our best to advise you.

B. T. (Liverpool).—An excellent list with the exception of No. 4, which we should sell at the first opportunity.

J. P. (Norwich).—We think you might well consider the advisability of averaging at the current quotation. We refer to this company elsewhere.

R. B. (Edmonton).—We cannot, of course, recommend the combination of Premium bonds referred to in your letter as an investment. If, however, you are attracted by this class of security you can quite as easily procure them through your banker as through firms who advertise this class of shares broadcast.

COBALT SHARES.

"Canada" only quotes the shares of those companies which are regarded as bona-fide mining undertakings. Their appearance in our list does not infer that we regard them as worth buying at the price quoted, but they are to be regarded (subject to weekly revision) as the standard Stocks in Cobalt securities.

The following were the quotations at Toronto on March 14:—

	Issued Capital.	Par Value.	Sellers.	Buyers.
Foster-Cobalt Mining Co....	$1,000,000	$1.00	.65	.61
Trethewey	1,000,000	1.00	.63	.62
Buffalo Mines Co.	900,000	1.00	2.50	1.50
McKinley-Darragh-Savage Mines	2,000,000	1.00	.71	.70
Cobalt Silver Queen.. ...	1,500,000	1.00	1.00	.98
Green-Meehan Mining Co...	1,500,000	1.00	.11	.10
Coniagas, ex-div.	4,000,000	5.00	4.05	3.90
Kerr Lake Mining Co. ...	3,000,000	5.00	2.80	2.55
University Mines	1,000,000	10.00	3.00	1.50
Nipissing Mines Co. ..	6,000,000	5.00	7.00	6.75
Nova Scotia Silver-Cobalt .	1,800,000	1.00	.20½	.19½
Temiskaming (new) x.d ...	2,000,000	1.00	.31½	.31¼

CANADIAN RAILWAY REVENUE STATISTICS.

Name of Railway.	Seven Days Ending March 14.	Compared with Corresponding Seven Days Last Year.	
		Increase.	Decrease.
Alberta.....	$3,666	—	$724
Canadian Northern	$133 300	$26,200	—
Canadian Pacific	$1,220,000	—	$149,000
Grand Trunk	£107,675	—	£11,491
Canada Atlantic.....	£5,662	—	£1,552
Grand Trunk Western	£3,568	—	£646
Detroit Grand Haven	£4,282	—	£2,872
Mexican	$158,500	—	$4,100
Mexican Southern.....	$27,944	$357	—
White Pass & Yukon (March 7)	$4,975	—	$4,035
Quebec Central (Mch 7)	$18 821	$6.468	—

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CANADIAN SECURITIES.

LATEST PRICES IN MONTREAL AND TORONTO.

BANKS.	Paid	Price per Share per $100.*
Bank of Brit. North America ...	£50	145
Bank of Hamilton	$100	188.190
Bank of Montreal	100	238
Bank of New Brunswick ...	100	250,260
Bank of Nova Scotia	100	279.282
Bank of Ottawa...	100	212.215
Bank of Toronto	100	208
Banque d'Hochelaga	100	136.138
Banque Nationale	30	120.125
Canadian Bank of Commerce...	50	162
Dominion Bank...	50	224
Eastern Townships Bank ...	50	150.151
Imperial Bank of Canada ...	100	210
Merchants' Bank of Canada ...	100	155.157
Metropolitan Bank	100	194.196
Molson's Bank	100	197½.200
Quebec Bank	20	122½.124
Royal Bank of Canada... ...	100	223.224
Standard Bank of Canada ...	50	214.217
Traders' Bank of Canada ...	100	122.123
Union Bank of Canada ...	100	120.125
Union Bank of Halifax ...	50	178.182
LOAN COMPANIES.		
Agricultural Savings and Loan	50	119.121
British Columbia Permanent Loan and Savings	100	—
Canada Landed and National Investment	50	119.121
Canada Permanent Mortgage ...	10	127
Canadian Savings and Loan ...	50	—
Cent. Canada Loan & Savings..	100	160.165
Dom. Savings and Investment	50	70.72
Hamilton Provident and Loan	100	118.120
Huron & Erie Loan & Savings..	50	176½.180
Imperial Loan and Investment	100	70.75
Landed Banking and Loan ...	100	121.124
London & Can. Loan & Agency	50	97½.99
London Loan	50	116.118
Montreal Loan and Mortgage...	25	133†
National Trust of Ontario ...	100	148.150
Ontario Loan and Debenture ...	50	130.132
Real Estate Loan and Debenture	40	85.87
Toronto General Trusts ...	100	145.150
Toronto Mortgage	50	105.107
Toronto Savings and Loan ...	100	126†
INSURANCE.		
British America	50	97†
Canada Life	400	155†
Confederation Life	10	285†
Imperial Life	45	150†
Sun Life of Canada	15	413.417
Union Life	100	150.155
Western	20	96†
RAILWAYS, TRAMWAYS, LIGHT, AND POWER.		
Canadian General Electric ...	100	91
Consumer's Gas, Toronto ...	50	198
Electric Development of Ontario	100	25
Do 5% Bonds	100	79
Halifax Electric Tramway ...	100	96
Hamilton Cataract Power, Light, and Traction	100	—
Havana Electric Railway ...	100	23
Do. 6% Preferred... ...	100	67
London Electric...	100	—
London Street Railway ...	40	—
Montreal Street Railway ...	50	182
do. do. 4% Bonds	100	95.100
Ottawa Electric Railway ...	100	—
St. John Railway	100	—
Toronto Electric Light... ...	100	110
Toronto Railway	100	98½
Trinidad Railway	100	—
Twin City Rapid Transit ...	100	83.84
Winnipeg Electric St. Railway	100	146
MINING SHARES QUOTED ON THE LONDON MARKET.		
B.C. Development	1	⅜ I
Le Roi	5	⅝ ¾
Le Roi No 2	5	1 5/16 1 7/16
New Nimrod	1	— —
Tyee Copper	1	½ ½
Ymir...	1	— —
Casey Cobalt	1	7/16 9/16
Cobalt Townsite Silver... ...	1	1/16 2/16

* In Canada to facilitate business the actual denomination of securities is generally ignored and stocks and shares are quoted at so much % on an assumed par value of $100. † Last sale.

IRON, COAL, AND STEEL, &c.	Paid.	Price per Share per $100.*
Cariboo Hydraulic Mining ...	1	—
Consolidated Mines	100	65.70
Crow's Nest Pass Coal	100	275
Dominion Coal	100	44
Do. 7% Preferred	100	86.88
Do. 5% Bonds	100	92
Dominion Iron and Steel ...	100	16⅛
Do. 7% Preferred	100	57⅛
Do. 5% Bonds	100	76
Intercolonial Coal Mining ...	100	—
Do. 7% Preferred	100	—
Montreal Steel Works	100	65.67
Do. 7% Preferred	100	—
Nova Scotia Steel and Coal ...	100	59
Do. 8% Preferred	100	—
Do. 6% Bonds	100	101¼.103
MISCELLANEOUS.		
Bell Telephone	100	126
Do. 5% Bonds	100	100.105
Canada North-West Land ...	25	435†
Do. 6% Preferred	60	—
Canadian Coloured Cotton Mills	100	49½.55
Do. 6% Bonds	100	96.100
Canadian Salt 7% Preferred ...	100	—
Dominion Telegraph	50	100.102
Dominion Textile 7% Preference	—	79½.80
Do. 6% Bonds, Series "A"	—	83½.87xr
Dunlop Tyre 7% Preference ...	100	—
Lake of the Woods Milling ...	100	80½
Do. 7% Preferred	100	105½
Do. 6% Bonds	100	103
Laurentide Paper	100	100
Do. 7% Preferred	100	114
Do. 6% Bonds	100	103.115
Montreal Cotton	100	110.118
Montreal Telegraph	40	137.140
Niagara Navigation	100	108.110
Northern Navigation	100	85.87
Ogilvie Flour Mills	100	250
Do. 7% Preferred	100	120
Do. 6% Bonds	100	110
Ontario and Qu' Appelle Land...	40	—
Richelieu & Ontario Navigation	100	62½.63
Rogers, W. A., 7% Preferred ...	100	—
St. Lawrence & Chicago Navigation	100	120.122

*CANADIAN SOUTH AMERICAN SECURITIES.	Paid.	Prices.
Havana Electric Railway 5% Bonds	$1,000	80.85 nom.
Mexican Light and Power 5% Bonds	$500	84½.85½
Do. do. Shares	$100	51⅜.52¾
Mexican Electric Light 5% Bonds	$500	76½.77½%
Mexico Tramways 5% Bonds...	$500	83½.84%
Do. do. Shares...	£100	75½.77½
Port of Para 5% Bonds ...	£100	81.84
Rio de Janeiro Tram, Light and Power 5% Bonds ...	$500	77½.78½
Do. do. do. Shares	£100	35½.36½
Sao Paulo Tram, Light and Power 5% Bonds	$500	95.97%
Do. do. do. Shares	£100	122.125

*As supplied by Messrs. Dunn, Fischer & Co, 41, Threadneedle Street, E.C.

City of Regina.—We recently referred to the fact that Regina had made arrangements to make a new issue of 5 per cent. bonds. This week the Bank of Montreal has successfully issued £113,700, of sterling 5 per cent. debentures of £100 each of the capital of Saskatchewan, which it will be remembered is situated on the main line of the Canadian Pacific Railway and the centre of a rich agricultural area, forming one of the greatest wheat producing districts of the province. The proceeds of the present issue are required to repay the City's present floating debt and for other purposes. In view of the fact that Regina is apparently destined to become the headquarters of the transportation system of the Middle West of the Dominion, and of the auspices under which it was introduced, a satisfactory response on the part of investors was assured.

Public Notice.

DOMINION OF CANADA FOUR PER CENT. DEBENTURES, 1912.

The Bank of Montreal begs to notify the holders of Allotment Letters and Scrip appertaining to the above named, that owing to a miscarriage of mails the Debentures will not be ready for exchange for a short time, and therefore that the six months' interest due the 1st April next, will be paid to them on and after that date on presentation of the Allotment Letters and Scrip. Please note that such Allotment Letters and Scrip must be left at the Bank of Montreal, 47, Threadneedle Street, E.C., three clear days for examination, and that forms for listing may now be had on application.

Bank of Montreal, 24th March, 1908.
47, Threadneedle Street, E.C.

G.T.P. and the B.C. Government.—In his latest communication the Toronto correspondent of the Canadian Agency, Limited, says: The differences between the British Columbia Government and the G.T.P. have been settled, and an agreement will be submitted to the Provincial Legislature for approval. The arrangement is that the company shall be exempted from the payment of taxes on the entire 500 miles of line within the Province of British Columbia, but that the company will pay the statutory price for the 13,000 acres acquired at the terminal of Prince Rupert. This arrangement ensures the immunity of the railway company in the future from exactions which Provincial legislatures have of late been prone to make.

Electrical Development Co. of Ontario.—The Canadian Agency, Ltd., the fiscal agents of this company, report that the earnings for January, 1908, were $41,282, an increase of $31,175 over the corresponding month of 1907, when the company commenced operations. Working expenses at $9,842 show an increase of $6,589, whilst the net earnings are $31,440, or $24,586 higher than in the month of January 1907.

Dominion of Canada Four Per Cents.—Under "Public Notices" will be found a notification of the Bank of Montreal to the effect that, owing to a miscarriage of mails, the allotment letters and scrip appertaining to the Dominion of Canada Four per Cent. Debentures, 1,912 are not yet ready for exchange, and consequently the six months' interest due on April 1 will be paid on and after that date.

The Dominion Coal Co.'s Meeting.—This proved to be quite uneventful. The president made a statement in regard to the litigation which reiterated the assertions made in the annual report to the effect that independent counsel, three in Canada and two in the United States, had given an opinion in favour of the Coal Company, subsequent to the decision of the Supreme Court of Nova Scotia. The report has already been dealt with in *Canada*.

Mexican Light and Power Co., Ltd.—Statement of earnings and expenses for the month of February, 1908, compared with previous year:—

Mexican Currency.	Feb., 1908.	Feb., 1907.
Gross Earnings	$472,344.44	$385,916.59
Expenses	203,634.01	163,770.35
Net Earnings	268,710.43	222,146.04
Fixed charges including appropriation for sinking funds	190,028.24	150,000.00
Surplus	78,682.19	72,146.04
Expenses per cent. Gross Earnings ...	43.11	42.43

Hall Mining and Smelting Co., Ltd.—At a general meeting of shareholders of the Hall Mining and Smelting Company, Ltd., held on March 12, Lord Ernest Hamilton, the chairman, stated that the debenture-holders had given their provisional consent to a scheme in negotiation to lease the mine and smelter for three years to a syndicate formed by Mr. Davys, who would undertake to pay off all outstanding claims, other than the debt to the bank of $240,000 and the standing debt of £24,000 due to the debenture-holders. The syndicate would guarantee the interest on the debentures, and spend money in tunnelling operations, which would, it was believed, satisfactorily develop the property. Mr. George Freeman seconded the motion for the adoption of the report, which was carried unanimously.

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The Canadian Bank of Commerce.

Capital: $10,000,000 (£2,054,794). **Reserve Fund: $5 000,000 (£1,027,397).**

President—B. E. WALKER. **HEAD OFFICE—TORONTO.** General Manager—ALEX. LAIRD.

Branches of the Bank:

IN CANADA

PACIFIC SLOPE AND YUKON

Cranbrook	Kamloops	New Westminster	Vancouver (3 offices)
Creston	Ladysmith	Penticton	Victoria
Dawson	Mission City	Prince Rupert	White Horse
Fernie	Nanaimo	Princeton	
Greenwood	Nelson		

WESTERN PROVINCES

Bawlf	Hardisty	Melfort	Saskatoon
Brandon	High River	Moose Jaw	Stavely
Calgary	Humboldt	Moosomin	Stony Plain
Canora	Innisfail	Nanton	Strathcona
Carman	Innisfree	Neepawa	Swan River
Claresholm	Kamsack	Nokomis	Treherne
Crossfield	Kenville	N'th Battleford	Vegreville
Dauphin	Kinistino	Norwood	Vermilion
Drinkwater	Langham	Pincher Creek	Vonda
Durban	Lanigan	Ponoka	Wadena
Edmonton	Lashburn	Portage la Prairie	Watson
Elgin	Leavings	Prince Albert	Wetaskiwin
Elkhorn	Lethbridge	Radisson	Weyburn
Gilbert Plains	Lloydminster	Red Deer	Winnipeg (8 offices)
Gleichen	Macleod	Regina	Yellowgrass
Grandview	Medicine Hat		

ONTARIO AND QUEBEC

Ayr	Fort Frances	Ottawa (2 offices)	Simcoe
Barrie	Fort William	Paris	Stratford
Belleville	Galt	Parkhill	Strathroy
Berlin	Goderich	Parry Sound	Toronto (10 offices)
Blenheim	Guelph	Peterboro'	Toronto Junction
Brantford	Hamilton	Port Arthur	Walkerton
Cayuga	Kingston	Port Perry	Walkerville
Chatham	Latchford	Quebec	Waterloo
Cobalt	Lindsay	Rainy River	Wiarton
Collingwood	London	St. Catharines	Windsor
De Lorimier	Montreal (2 offices)	Sarnia	Wingham
Dresden	Orangeville	Sault Ste. Marie	Woodstock
Dundas		Seaforth	
Dunnville			

MARITIME PROVINCES

Alberton	Charlottetown	Parrsboro'	Summerside
Amherst	Halifax	St. John	Sydney, C.B.
Antigonish	Middleton	Shelburne	Truro
Barrington	Montague	Souris	Windsor
Bridgewater	New Glasgow	Springhill	

IN THE UNITED STATES

New York Portland, Ore. San Francisco (2 offices) Seattle Skagway

IN GREAT BRITAIN

LONDON OFFICE—2 Lombard Street, E.C. S. CAMERON ALEXANDER, *Manager.*

Agents in Scotland—**Bank of Scotland.** *Agents in Ireland*—**Northern Banking Company, Limited.**

The Canadian Bank of Commerce buy and sell Sterling and Currency Drafts and Telegraphic Transfers on Canada and the United States, issue Commercial and Travellers' Letters of Credit, collect drafts, coupons, etc., and conduct a general banking business with all points in Canada and the United States. Special banking facilities afforded settlers and others going out to the North-West Provinces.

THE BANK OF BRITISH NORTH AMERICA

Established in 1836.
Incorporated by Royal Charter in 1840.

PAID UP CAPITAL - - £1,000,000
RESERVE FUND - - - 460,000

HEAD OFFICE: 5, Gracechurch Street, LONDON, E.C.
A. G. WALLIS, Secretary. W. S. GOLDBY, Manager.

HEAD OFFICE IN CANADA: St. James St., MONTREAL
H. STIKEMAN, General Manager.

BRANCHES IN CANADA.

Alexander, Man.	Halifax, N.S.	Quebec, Que.
Ashcroft, B.C.	Hamilton, Ont.	Reston, Man.
Battleford, Sask.	,, Barton St.	Rossland, B.C.
Belmont, Man.	,, Victoria Ave.	Rosthern, Sask.
Bobcaygeon, Ont.	Hedley, B.C.	St. John, N.B.
Brandon, Man.	Kaslo, B.C.	,, Union St.
Brantford, Ont.	Kingston, Ont.	Toronto, Ont.
Cainsville, Ont.	Levis, P.Q.	,, King and Dufferin Sts.
Calgary, Alta.	London, Ont.	,, Bloor St. and Lansdowne Ave.
Campbellford, Ont.	,, Market Square.	Toronto Jct., Ont.
Darlingford, Man.	,, Hamilton Road.	Trail, B.C.
Davidson, Sask.	Longueuil, P.Q.	Vancouver, B.C.
Dawson, Yukon Dist.	Midland, Ont.	Victoria, B.C.
Duck Lake, Sask.	Montreal, P.Q.	Weston, Ont.
Duncans, B.C.	,, St. Catherine St.	Winnipeg, Man.
Estevan, Sask.	N. Vancouver, B.C.	Yorkton, Sask.
Fenelon Falls, Ont.	North Battleford, Sask.	
Fredericton, N.B.	Oak River, Man.	
Greenwood, B.C.	Ottawa, Ont.	

AGENCIES IN THE UNITED STATES.

New York—52, Wall Street—H. M. J. McMichael and W. T. Oliver, Agents.
San Francisco—120, Sansome Street—J. C. Welsh and A. S. Ireland, Agents.

Undertakes Banking Business generally throughout the Dominion of Canada and the United States.

IMPERIAL BANK OF CANADA.

Capital Authorised	$10,000,000.00
Capital Paid Up	4,860,306.80
Rest	4,860,306.81

Head Office ... ... TORONTO.

Branches in the Provinces of ONTARIO, MANITOBA, SASKATCHEWAN, ALBERTA, and BRITISH COLUMBIA.

Moneys received for transfer to **CANADA,** and Drafts and Letters of Credit issued. In England by **Lloyd's Bank, Limited,** and in Scotland by the **Commercial Bank of Scotland, Limited,** at their Head Office and all Branches.

Special attention given to Canadian Collections forwarded either direct to the Head Office in Toronto, to the Branch in Montreal, . . . or through its Agents in England and Scotland. . . .

A GENERAL BANKING BUSINESS TRANSACTED THROUGHOUT THE DOMINION OF CANADA.

THE DOMINION BANK.

HEAD OFFICE: TORONTO.

Capital, Paid Up	$3,800,000
Reserve Fund and Undivided Profits.	5,000,000
Deposits by the Public	34,000,000
Total Assets	48,000,000

Branches and Agents at every point in Canada and the United States.

Information useful to investors or intending settlers cheerfully given on application to any branch of the Dominion Bank.

Agents in Great Britain:
NATIONAL BANK OF SCOTLAND, LIMITED.

Travellers' and Commercial Letters of Credit issued, available in all parts of the world.

Collections on Canada or the U.S. receive prompt attention.

Remittance in payment by cheque on London, Paris, or Berlin.

C. A. BOGERT, *General Manager.*
H. J. BETHUNE, *Superintendent of Branches.* EVAN A. BEGG, *Chief Inspector.*

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BANK OF MONTREAL. EST. 1817.

Capital All Paid-up £2,958,904 Sterling. Reserve Fund, £2,260,274 Sterling. Undivided Profits, £143,830 0 0

BOARD OF DIRECTORS.

Rt Hon. LORD STRATHCONA and MOUNT ROYAL, G.C.M.G., *Honorary President.*
Hon. Sir GEO. A. DRUMMOND, K.C.M.G., *President.* E. S. CLOUSTON, Esq., *Vice-President.*
A. T. PATERSON, Esq. E. B. GREENSHIELDS, Esq. Sir WILLIAM C. MACDONALD. R. B. ANGUS, Esq. JAMES ROSS, Esq.
Sir R. G. REID. Hon. ROBERT MACKAY. Sir THOMAS SHAUGHNESSY, K.C., V.O. DAVID MORRICE, Esq.

HEAD OFFICE, MONTREAL - - - E. S. CLOUSTON, *General Manager.*

Branches in the Dominion of Canada.

Alliston, Ont.
Almonte, Ont.
Altona, Man.
Amherst, N.S.
Andover, N.B.
Armstrong, B.C.
Aurora, Ont.
Bathurst, N.B.
Belleville, Ont.
Bowmanville, Ont.
Brandon, Man.
Brantford, Ont.
Bridgewater, N.S.
Brockville, Ont.
Buckingham, Que.
Calgary, Alta.
Canso, N.S.
Charlottetown, P.E.I.
Chatham, N.B.
Chatham, Ont.
Collingwood, Ont.
Cookshire, Que.
Cornwall, Ont.
Chilliwack, B.C.
Danville, Que.
Deseronto, Ont.
Edmonton, Alta.
Edmundston, N.B.
Eganton, Ont.
Enderby, B.C.
Fenelon Falls, Ont.
Fort William, Ont.
Fraserville, Que.
Fredericton, N.B.
Glace Bay, N.S.
Goderich, Ont.
Grand Falls, N.B.
Grand Mere, Que.
Greenwood, B.C.
Guelph, Ont.
HALIFAX, N.S.
and Sub-Branch,
,, North End.
HAMILTON, Ont.
,, Sherman Avenue.
Hartland, N.B.
Holstein, Ont.
Indian Hd., Sask.
Kelowna, B.C.
King City, Ont.
Kingston, Ont.
Lake Megantic, Que.
Lethbridge, Alta.
Levis, Que.
Lindsay, Ont.
London, Ont.
Lunenburg, N.S.
Magrath, Alta.
Mahone Bay, N.S.
Marysville, N.B.
Medicine Hat, Alta.
Millbrook, Ont.
Moncton, N.B.
MONTREAL, Que.,
and Sub-Branches.
,, Hochelaga.
,, Papineau Avenue.
Point St. Charles.
,, St. Henri.
,, Seigneurs Street.
,, Westmount.
,, S. Anne de Bellevue
,, West End
Mount Forest, Ont.
Nelson, B.C.
New Denver, B.C.
Newmarket, Ont.
New Westminster, B.C.
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Oakville, Man.
OTTAWA, Ont.,
and Sub-Branches.
,, Bank St. and Hull.
Paris, Ont.
Perth, Ont.
Peterboro', Ont.
Picton, Ont.
Port Arthur, Ont.
Portage La Prairie, Man.
Port Hood, N.S.
Port Hope, Ont.
QUEBEC,
and Sub-Branches.
,, St. Roch.
,, Upper Town.
Queensville, Ont.
Raymond, Alta.
Regina, Sask.
Rossland, B.C.
Rosenfeld, Man.
St. John, N.B.
S. Mary's, Ont.
Sarnia, Ont.
Saskatoon.
Sawyerville, Que.
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Stirling, Ont.
Stratford, Ont.
Sudbury, Ont.
Summerland, B.C.
Sydney, N.S.
TORONTO, Ont.,
and Sub-Branches.
,, Carlton and
Dundas Streets.
,, Queen Street.
,, Richmond Street.
,, Yonge Street.
Trenton, Ont.
Tweed, Ont.
Vancouver, B.C.
Sub-Branch, West-
minster Avenue.
Vernon, B.C.
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Wallaceburg, Ont.
Warsaw, Ont.
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and Sub-Branches.
,, Fort Rouge.
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Elgin
Elora
Finch
Fort William
Galt
Gananoque
Georgetown
Glencoe
Gore Bay
Granton
Hamilton
Hanover
Hespeler
Ingersoll
Kincardine
Kingston
Lancaster
Lansdowne
Leamington
Little Current
London
Lucan
Markdale
Meaford
Mildmay
Mitchell
Napanee
Oakville
Orillia
Ottawa
Owen Sound
Parkdale
Perth
Prescott
Preston
Renfrew
Stratford
St. George
St. Thomas
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Watford
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Williamstown
Windsor
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,, 310 St. Catherine St. W.
,, 1330 St. Lawrence Boul.
,, Town of St. Louis
Beauharnois
Lachine
Quebec
,, St. Sauveur
Rigaud
Shawville
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INTEREST PAID ON DEPOSITS. A GENERAL BANKING BUSINESS TRANSACTED.

Correspondents in Great Britain—ROYAL BANK OF SCOTLAND. Head Office in Edinburgh. (London Office, 123, Bishopgate Street Within.) The Branches of the Royal Bank of Scotland will be glad, upon application, to extend to tourists and settlers their facilities for the transmission of funds by the issue of drafts or letters of credit, payable at any of the 119 Branches of THE MERCHANTS' BANK OF CANADA.

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Banking, Insurance and Finance.

An Attractive Opening. Whilst disappointment may attend the efforts of those who are endeavouring to obtain funds at lower rates than those generally current in the Dominion for the extension of manufacturing premises, new buildings, etc., by inducing mortgage concerns in this country to open branches in Canada, it is evident that there is ample scope for the operations of several new companies. In a recent issue we summarised the results achieved during the past year by the leading Canadian companies, and showed that, despite the financial stringency which existed in the Dominion during practically the whole of 1907, the different concerns had fared very well on the whole. There are, of course, a number of British companies already in existence engaged in loan mortgage business in Canada. But, from the efforts now made to persuade other companies to open branch offices in the Dominion it is obvious that there is an excellent opening for the profitable operations of others. With Canadian enterprises in such favour with the home investor, there would probably be a ready response to an appeal for capital to be employed in Canada in loans on first-class securities. The remarkable transformation in the Money Market during the first quarter of the current year, which has brought our own official rate of discount down to 3 per cent.—and for which we prepared our readers at the turn of the year—gives point to the arguments of those who aver that the results which could be achieved in Canada by an enterprising company would be highly profitable. A factor which should not be overlooked is the comparative immobility in the rate of interest payable upon loans in the Dominion. In this country we have seen our own bank rate at the extremes of 7 per cent. and 3 per cent. within the short space of three months. Whilst money in Canada is, of course, subject to variations, there are no such wild fluctuations as occur in Europe and other countries, a fact which should not be overlooked by those capitalists to whom the appeal of the Canadian Manufacturers' Association—referred to in our last issue—is addressed.

* * *

Electric Development Co.'s Report. Owing to the arrangements recently entered into with the Toronto and York Radial Railway Co., a subsidiary of the Toronto Railway Co., unusual interest attaches to the financial statement presented to the shareholders of the Electrical Development Co. of Ontario at the annual meeting. Although Sir Henry Pellatt, the president, had to regret that owing to the disturbed condition of the market for power the company had not been able to pay the whole of its fixed charges out of revenue, it must not be overlooked that the accounts presented were for the first year's operations, and do not in any way represent the average earnings which should be earned on the existing installation. We understand that the company is at present selling 17,000 h.p. out of an available 50,000 h.p., and that excellent progress is now being made is shown by the monthly statement of earnings and expenses, according to which, for January and February of the current year, there was an increase in gross receipts of as much as $52,539, and of this the very high proportion of $43,851 is net addition to earnings, an extremely satisfactory showing. The gross earnings for 1907 were $336,321, and the operating expenses $122,584, the net revenue thus totalling $143,737. Operating charges were necessarily higher in 1907 than they should be in future, owing, of course, to the fact that construction work was in progress, and that material reductions under this heading have already been effected is proved by the latest statement, which shows that working expenses have been reduced to 23 per cent., against an average of 36 per cent. for the whole of 1907. These results put quite a different complexion upon the affairs of the company, and in view of the reorganisation of the company's capitalisation recently sanctioned by the shareholders, the benefits likely to accrue from the arrangements with the powerful Toronto Railway group, and the more friendly relations established with the Provincial Government, the outlook is decidedly encouraging.

* * *

Rights of Dissentient Shareholders. A decision of the utmost importance to the investing community has just been given by the Court of Appeal in which it is laid down that whether or no a company is reconstructed, shareholders, in the event of liquidation, have an incontestable right to their proportionate share of the assets which they originally acquired, and that where they object to join the reconstruction their rights in the old company must be duly provided for. Hitherto it has been customary for the liquidator to either exclude dissentient shareholders from participation in the assets of the company, or to realise their shares for some absurdly inadequate sum and distribute the proceeds, which sometimes would only amount to a few pence per share. The judgment just given in favour of an organisation styled the Shareholders' Union will alter all this, and for the future dissentient shareholders will be able to assert their rights to an equitable proportion of the assets existing at the date of liquidation. Under the decision just rendered, apparently the value of the share in such assets may be settled either by agreement or by arbitration. In the interests of investors, this important judgment is to be welcomed, for it cannot be denied that the procedure hitherto governing the reconstruction of joint stock companies has been inequitable in the extreme. Shareholders have been frequently deprived of their property either because they were unwilling or unable to contribute further funds. The present decision is founded in equity, and will do good if it only nips in the bud the activities of a class which has for many years battened on the public. If, as we assume, the judgment is retrospective, it opens up a vista of endless litigation, for, fortified by the knowledge that they have the law on their side, many shareholders who have been excluded from benefits in the assets of reconstructed companies may feel inclined to test the validity of the proceedings which have excluded them from participation in the assets of companies in which they have held a proprietary interest.

* * *

Easier Monetary Conditions in Canada. After the prolonged period of monetary stringency experienced by the Dominion it is very encouraging to have unmistakable evidence that the financial situation shows decided signs of improvement. Money is becoming much easier, and the acute stringency of last autumn has disappeared. With the slackening of trade, and the considerable influx of funds from this country money should be available for all legitimate commercial requirements, and comparatively so for Stock Market purposes. With regard to the relief anticipated from the formation of several new banks—to which a good deal of opposition has been offered—there is no doubt that if Canadian financiers of repute could provide sufficient funds to initiate additional banking enterprises, and could secure capable management—always a difficulty—the country could do quite well with another bank or two. But almost without exception the banks formed during the past few years in Canada cannot compare in point of capital, management, personnel of the board, and conservatism, with the old-established, high-class institutions of which the Dominion is so properly proud. It is probably a fair criticism to make that most of the new banks were compelled to take business which was not very attractive to the older establishments; if they secured new business they could, as a rule, only do so by offering advantages in the way of interest and commissions. Much of the business acquired by many of the new banks in the last few years of phenomenal prosperity has probably by the check to trade become business of a still more inferior quality.

* * *

Mr. Byron E. Walker's Significant Warning. It is earnestly to be honed that Mr. Byron E. Walker's speech to the members of the Canadian Club at Halifax will be read throughout the length and breadth of the Dominion. For it conveys a warning, which, coming from the president of the Canadian Bank of Commerce, is superlatively significant. It is in effect a pungent indictment of the policy of confiscation, whenever success justifies such a course. In *Canada* we have over and over again hinted at the penalties attaching to such a policy. Mr. Walker pointed out, in language admirably free from ambiguity, that "if Canada desired to maintain the splendid credit she now enjoys and to secure the quantity of capital required year after year to build up the country, it behoved every good citizen to see that the incipient hatred of success which is being encouraged every day by inexperienced writers in the Press be stopped, otherwise the country must suffer severely." We have not space to deal so fully with Mr. Walker's arraignment of the advocates of confiscation as we could wish, but we have quoted sufficient from the address of one of the highest authorities on finance and commerce in the Dominion to show how dishonest is the course publicly recommended by reckless publicists who apparently consider that when a company has achieved success it should be compelled to accept whatever terms may be offered it by those anxious to reap the benefits of its enterprise without incurring the initial risks, and utterly regardless of the binding nature of contracts entered into—at all events, by one side—in good faith.

A meeting of the Cold Storage and Ice Association will be held on April 7, at 8 p.m., at the Royal Society of Arts, John Street, Adelphi, London, when a paper written by Mr. J. A. Ruddick, Dairy and Cold Storage Commissioner, Dominion of Canada, on "Cold Storage and Canada," will be read by Mr. A. W. Grindley, the Canadian Government Chief Cargo Inspector for Great Britain. Admission is free on application to the Hon. Secretary, 3, Oxford Court, Cannon Street, London, E.C.

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Weekly Reports from the Mining Districts.

"Canada" is supplied with the most accurate and reliable information from every point of importance in the Canadian Mining Districts by its own Special Correspondents.

COBALT.

The ore shipments during the week ending March 14 were as follows:—

	Pounds.
Buffalo	42,740
Cobalt Central	48,700
La Rose	197,400
McKinley Darragh	189,660
Nipissing	63,000
Provincial	50,000
Right of Way	60,210
T. and H. B.	60,000
Watts	52,750

The total shipments for the week were 830,720 pounds, or 415 tons. The total shipments from January 1 to date are 6,342,708 pounds, or 3,171 tons. The total shipments in March last year amounted to about twice as much as was taken out in this one week. Of the 415 tons, 183 tons were sent to Ontario smelters.

A new find has been made on the Little Nipissing property of native silver. Negotiations are being entered into for the erection of a concentrating plant at the Nova Scotia.

Remarkable finds are reported from the Crown Reserve, which is stated to be one of the best discoveries yet made in Cobalt. Several nuggets, weighing from 400 to 800 pounds, and carrying 1,500 ounces of silver to the ton, are stated to have been taken out.

A 20-drill compressor and two 100 h.p. boilers have been installed in the new power-house at the O'Brien mine. It is expected that 250 men will be put to work this spring.

ROSSLAND.

Shipments during the week ending March 14 were:—Centre Star, 2,732; Le Roi, 1,306; Le Roi No. 2, 603; Evening Star, 33; total, 4,674 tons.

BOUNDARY.

During the week ending March 15 the Granby mine output was 24,440 tons.

It is stated that the Granby smelter authorities have projected the spending of nearly $250,000 this summer upon new machinery, so as to increase the output of its furnaces 1,000 tons daily. This is an indication that the controllers of the property have no idea that the price of copper is going to remain at its present prices for any length of time. Indeed, the most pessimistic utterances hardly date the rise in the price of this metal any later than the fall of the year. A further indication from the same district is that the B. C. Copper Co. has placed a number of orders conditionally on the opening of the works. The Central Pacific Railway is planning extensive improvements in the roadbed and gradients of its feeders to the Mother Lode mine.

SLOCAN-KOOTENAY.

Ore shipments from this camp during the week ending March 14 were:—St. Eugene, 471; Whitewater, 43; Whitewater, milled, 280; Queen, 25; Queen, milled, 185; Poorman, milled, 250; North Star, 59; Arlington, Erie, 45; Standard, 43; Emerald, 45; Ruth, 30; Rambler-Cariboo, 44; Nugget, 22; Kootenay Belle, milled, 25; Hewitt, 22; Slocan Star, 33; total, 1,622 tons.

Smelter Receipts.

The receipts of ore at the smelters during the week ending March 14 were as follows:—

	Tons.
Granby	24,440
Consolidated Co., Trail	4,765
Le Roi	1,444

Mining Reports.

Crow's Nest Pass Coal Co., Ltd.—Output for the week ending March 13, 21,140 tons; daily average, 3,523 tons.

Investigation of the reported finds of gold in Findlay River district, northern British Columbia, shows that no gold has been brought out of any part of the Findlay River district. There has as yet, however, been no time for development work.

One of the latest mineral deposits found in Alberta is a 45-ft. seam of graphite, which was located while boring for oil at Morrinville, 35 miles from Strathcona.

From Riding Mountain, Manitoba, it is reported that oil indications are still considered good by the Government expert. Gas exudes from the well which burns and shoots several feet in the air. Property is changing hands at enhanced prices.

The township of Rush Lake, Saskatchewan, has been surveyed, and lots are finding ready sale.

Real Estate Notes.

Montreal.—The south-east corner of St. Laurence-Boulevard and De Montigny Street, with a total area of 5,500 square feet, has been sold for $30,000. The building trade continues quiet, though modern moderate-sized residences are difficult to obtain. May Day promises to see a smaller number of removals than usual. The opportunities for investment continue especially favourable.

Ottawa.—The City Council estimates its revenue at $558,400, and has fixed a general taxation rate of 14 mills on the dollar, or less than 5d. in the £—the same rate as last year.

The Hon. William Pugsley, Minister of Public Works, has purchased the McAllister property west of the Supreme Court buildings; the price asked was $13,000.

Toronto.—The Halfway House, on the Kingston Road, one of the landmarks in the vicinity of Toronto, has been sold, together with about three acres of land. The price paid was in the neighbourhood of $3,000.

The City of Toronto received from the Street Railway Company of the city the sum of $31,142 as its percentage on the gross traffic receipts of the company in February, which totalled $263,123.

Cobalt.—Business and office blocks are being erected in this growing town to replace the temporary wooden shacks put up when the mining boom started. A club house, skating rink, ball room, and a Y.M.C.A. building are also being planned.

Edmonton.—Mr. A. C. Fraser, the lately elected president of the Board of Trade here, and the Mayor, Mr. McDougall, in a recent interview expressed great confidence in the business and real estate outlook. Already the benefit of the Grand Trunk Pacific railway construction work is being felt; the money situation is easier, large public works will be undertaken, and the city promises to be the distributing centre for a large area.

British Columbia.—The valuable land in the Nechaco Valley has already received notice in a special article in *Canada*. Later reports show that a large amount of American capital is being invested in plots averaging 240 acres at $12 per acre, and many settlers are arriving. The valley is situated about 320 miles of Ashcroft, B.C., and the construction work of the Grand Trunk Pacific Railway in the province will provide an immediate cash demand for farm and market garden produce in the vicinity.

Battleford.—German Americans in Nebraska have secured 36,000 acres of land near Battleford, and families are arriving to make preparations for settlement. In Saskatoon a very active demand has sprung up for moderate-sized houses, and building companies are being organised. One of the growing small towns is Asquith, where excellent municipal and school buildings are being erected.

G.T.P. PLANS FOR PRINCE RUPERT.

"Two thousand acres, or nearly three square miles will be parcelled up in readiness for the first land sale, at the Pacific terminus of the new Grand Trunk Pacific line, which will take place next September. There is considerable activity there now. There are two hotels and a number of places of business, but the sites are only temporary. Nothing will be permanent before September. The terminal city and its surroundings will embrace altogether 23,000 acres—the original 10,000 acres we had on Kaien Island and now this 13,000. The year 1909 will see the remainder of the town sites taken up." The above statement was made by Mr. Wainwright upon his return to Montreal from completing satisfactory negotiations on behalf of the Grand Trunk Railway with the provincial Government of British Columbia. He expects a greater competition to acquire sites in the coming Pacific port of Canada than took place in the case of Vancouver. Mr. Wainwright added that before the end of the summer half of the entire new transcontinental railway from the Atlantic to the Pacific will be under construction, including the two mountain sections.

Answers to Correspondents.

Z. (Bournemouth).—The first mail steamer from Liverpool to proceed up the St. Lawrence as far as Montreal will be the Allan liner *Corsican*, sailing on April 16.

W. M. S. (Durban).—We are glad you appreciate *Canada*. We have answered your queries by post, but should have mentioned that you would probably find less competition and better chances in Winnipeg than you would in the East.

A. W. B. (York).—The total number of immigrants into Canada last year was 277,576, as compared with 215,825 in 1906, an increase of 61,464. Of these 220,825 arrived from over sea, an increase of 68,695, and 56,551 came from the United States, a decrease of 7,231.

W. M. (Derby).—The fastest train in Canada at present is known as the "International Limited," which runs from Montreal to Chicago on the Grand Trunk system. It accomplishes the journey of 553 miles, Montreal to Toronto, in 7½ hours, including 7 stops.

T. W. (Stafford).—After April 20 the direct Canadian mail, which leaves Liverpool every Friday, will be landed at Rimouski instead of at Halifax. Rimouski is 157 miles below Quebec. You can land there, but would have to pay rail fare to Montreal. Saving in time varies—probably—about twenty hours.

G. R. (Worcester).—It would depend upon what part of Canada you would want to hunt and trap in. Fur-bearing animals are found in Northern Canada, from Labrador to the Pacific Ocean, as well as in many parts surrounded by settlements. If you desire to know about any particular locality in Western Canada, write to Mr. E. W. Darby, taxidermist, of Winnipeg.

J. S. (Durham).—Many thanks for the interesting old print, which we hope to reproduce when space allows. The new emigration regulations will not affect these young men at all. There is nothing to prevent private assistance to suitable emigrants. The action of the Department is directed against philanthropic institutions who send out obviously unsuitable persons. You are quite right as to the way to reach the farming class; I am glad to hear your meetings were so popular.

In connection with the report recently issued by the Department of the Interior upon "Canada's Fertile Northlands," a useful mineral map of the Dominion is issued as a supplement.

The Great Central Railway is now issuing every month an attractive little magazine entitled "Travel Sketches." It contains stories, articles, competitions, jokes, and a number of coloured plates, and will be found of interest by many. The price is one penny.

"Salvation by Legislation, or, Are We all Socialists," is the title of a sixpenny pamphlet upon the present times and the prominence being given in some circles to socialistic theories. The papers, which are by Mr. Ernest Pomeroy, have already appeared in the *Crown*, and are published by T. Upcott Gill, Bazaar Buildings, Drury Lane, London.

Some excellent pen-and-ink drawings by Mr. Burke Downing accompany Mr. Scott Damant's article, "The Cathedral Route to the North," which appears in the April issue of "The English Illustrated Magazine." The number also includes an exciting story of Cretan life by Mr. Frank Banfield, M.A., and reproductions of some of Sir Noel Paton's best-known pictures.

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SPECIAL CANADIAN EDITION.

ENGINEERING AND MACHINERY

SPECIAL INFORMATION FOR CANADIAN BUYERS
REGARDING BRITISH STANDARD MANUFACTURES

THE QUEBEC DISASTER.

Why the Bridge Collapsed.

THE following interesting letter upon the collapse of the Quebec Bridge appeared in the *Times Engineering Supplement*:—

Sir,—So long as this accident was the subject of a judicial inquiry, it was scarcely possible to discuss the circumstances of the disaster; but the report of the Royal Commission has now been issued, and the collapse of this great bridge may be treated as a matter of general interest in connection with the future practice of bridge construction.

After the fullest investigation of the facts there are two impressions which seem likely to survive:—

First, that the fall of this bridge cannot be explained by the ordinary principles of bridge-theory; for if the unit-stresses which had been accepted for the maximum load were somewhat higher than usual, yet the actual stresses on the day of the accident (under a lighter load) could not account for the failure.

And the second impression, following naturally from the first, is that the professional knowledge of the present day is in some way at fault, as it fails to prevent such disasters or to explain them.

But on these two points I would beg leave to offer the following remarks.

It is probable that the collapse of the Quebec Bridge will never be explained by the most complete and the most scientific calculations of stress and strength, if the word "strength" is to be understood in its usual sense. But on the other hand I would venture to submit that an adequate explanation may be found in a totally different direction: for the question whether a bridge will stand or will fall is not merely a question of strength (in this sense of the word), but is also a question of stable equilibrium.

The practical meaning and importance of this last question, in connection with the erection of all such cantilever bridges, was illustrated in a paper which I contributed to the Institution of Civil Engineers in September last, and which was read at the institution a few weeks ago.

In this paper it is demonstrated that such a cantilever bridge not only may, but inevitably will, fall to the ground if the conditions of the structure are such as are described in the paper; and the paper gives also a simple graphic method by which this dangerous condition of instability can easily be detected in any given case.

I may now say that if the same graphic method is applied to the outline elevation of the Quebec Bridge as given in the pages of *Engineering*, it is enough to show that the bridge on the day of the accident was either in this perilous condition or was closely approaching towards it, leaving a narrow margin of safety which was daily growing narrower as the work was carried forward.

But the danger here referred to is not at all visible upon the surface of things, and is not revealed by any calculations of stress, for it does not arise under the greatest stress, but only when the calculated stress is a very small one.

As the corbelling process goes forward the tensile stress in the flexible diagonals of the cantilever becomes less every day, suggesting no hint of danger ahead; but the danger becomes imminent when the stress falls to a low figure, and when it falls to zero the collapse of the structure becomes practically certain, and begins by an upward buckling of the lower boom.

As the danger is clearly revealed by the graphic method described in the paper, so also is the easiest remedy suggested by the same method, which should therefore be enough to prevent the future recurrence of such a collapse—so far as this dangerous kind of instability is concerned.

To state the logical position of bridge-theory in more general terms, it may be said that the safety of a bridge depends not only upon its strength (as commonly understood), but also upon is stability at this point and at every point.

The American system of competitive design demands by its rules the most ample guarantees for strength, but none for stability.

The idea that a bridge will always be safe when every member is made strong enough for its greatest calculated stress is therefore a fallacy, whose danger is once again illustrated, as it has been in so many bridge failures of past times.

Many years ago I have endeavoured to point out some of the results of this fallacy in a series of papers upon English and American bridges contributed to *Engineering*, and have repeated the same protest upon many later occasions, while American engineers have always protested against a system whose rules of strength can never be an adequate guarantee of safety.

Yours truly,

T. CLAXTON FIDLER.

University College, University of St. Andrews,
March 11.

[Both British and German engineers always take this factor of stable equilibrium into consideration. But the Americans, though supposed to be great bridge-builders, do not consider it, and that is one of the reasons why there are so many bridge collapses in the United States.—Editor, *Canada*.]

MOTOR EXHIBITION IN TORONTO.

The National Automobile and Sportsmen's Exhibition, which was opened at Toronto by Sir W. Mortimer Clark, the Lieutenant-Governor of Ontario, at Toronto on March 21, contained exhibits of automobiles, motor cycles, boats, and motor supplies from over seventy firms. Everything pertaining to the construction of an automobile was exhibited, including polishes, gas producer engines, electrical specialities, rubber goods, tyres, and general auto accessories. A number of motor boats with distinctive features representing some of Canada's most progressive firms were on exhibition. The four great Canadian railways had most instructive exhibits.

Mr. T. A. Russell is the president of the Ontario Motor League. Sir Mortimer Clark, in the course of his speech, said: "The motor car will be of the very greatest consequence to our country, and its use will promote a greater acquaintance and friendship among the people throughout the country, who take long trips to familiarise their own field of vision. Ten years ago there had been less than 3,000 automobiles in the world, while at the present time there were almost double that number in Canada."

We had hoped to obtain for this issue of our "Engineering Supplements" a paper by Sir Charles McLaren, one of the most prominent authorities upon British machinery. Owing, unfortunately, to his indisposition, the article has not reached us in time for the present issue, and will therefore appear in our next "Engineering Supplement," which will be published on May 2.

It is understood that provision will be made by the Canadian Government in the Estimates for the coming financial year for a grant of $25,000 by the Dominion Parliament towards the expenses of the Association's visit to Winnipeg. The city of Winnipeg itself proposes to make a grant of $5,000. The week of the meeting will probably be from August 25 to September 1, 1909.

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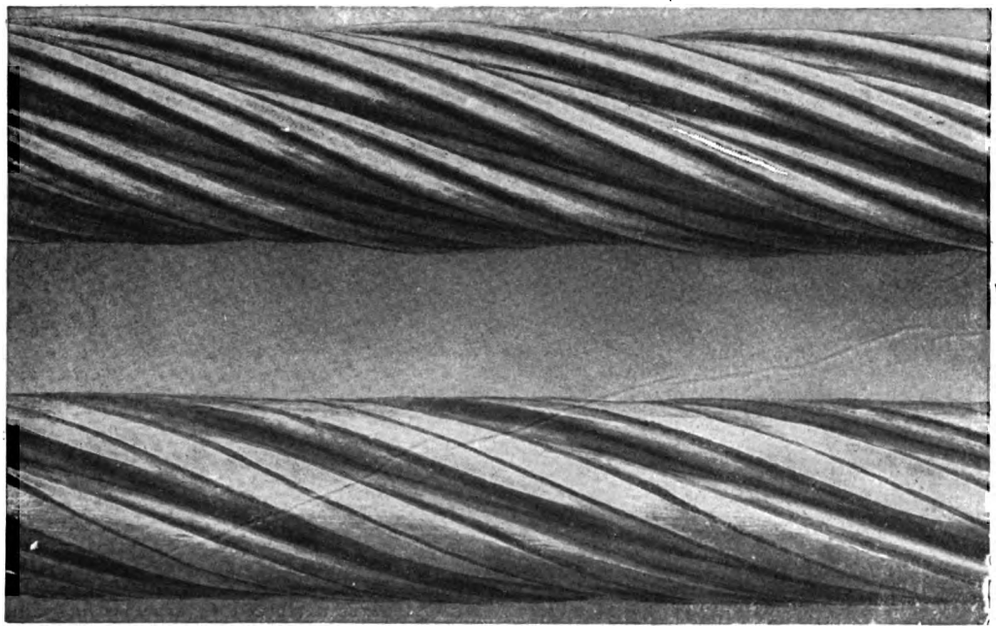
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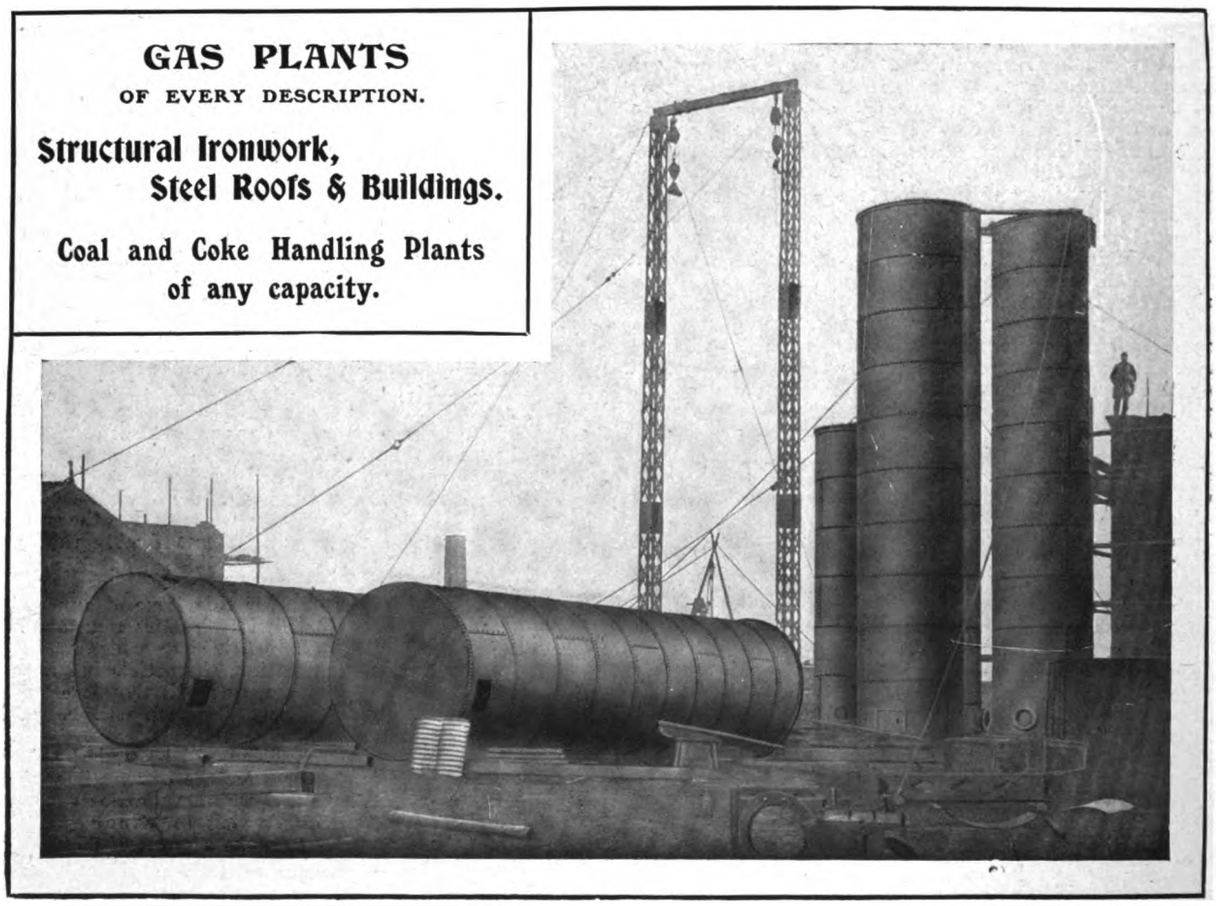
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BIG BUYERS OF BRITISH MACHINERY

The President of the Dominion Iron & Steel Co. Interviewed.

A representative of *Canada* had a short conversation with Mr. J. H. Plummer, president of the Dominion Iron and Steel Company, Sydney, Nova Scotia. In the course of his remarks, Mr. Plummer, discussing the new coasting regulations whereby all vessels trading on the coast of the Maritime Provinces must fly the British flag, stated that it would have the effect of throwing the trade into the hands of British shipowners. The foreign vessels had been able to carry freight at a lower rate than the British, due to the cheaper insurance rates secured in their respective countries. Asked what effect the new regulations would have on the Nova Scotian industries, Mr. Plummer replied:—

"The industry principally effected is, of course, the coal trade. The increased freight charges must naturally result in an increase in the price of coal to consumers in Montreal and other cities. It will not effect the Dominion Iron and Steel Company."

"What are the openings for British-manufactured machinery in Canada?"

"There are many openings. Speaking personally, we—the Dominion Iron and Steel Company—buy a good deal of machinery in England. One advantage the Americans have over the British is the fact that in cases of breakdowns the necessary parts can be secured so much quicker from the United States. But whenever we instal new machinery we place our orders with British manufacturers."

Questioned as to the result the recent financial depression has had on Nova Scotian industries, Mr. Plummer stated that the Maritime Provinces had been affected less than any of the other parts of the Dominion. This depression was caused by over-prosperity; too much business was being done on too little money. The temporary check will prove beneficial in the long run, as it will bring back industrial operations to normal conditions."

"What inducements does Nova Scotia offer to British emigrants?"

"Nova Scotia," replied Mr. Plummer, "wants men to develop her agricultural resources. The Province welcomes practical farmers who prefer to live in country which is largely settled, and where the conditions of living are very similar to those of the old country. To such the opportunities for success are many, particularly in the growing of fruit."

Canadian Specifications and Tenders.

A DRAWBACK TO BRITISH MANUFACTURERS.

Sometimes we hear the remark that British manufacturers show their lack of interest in the Canadian market by neglecting to put in tenders for contracts, or portions of contracts, which they might possibly obtain. In this connection it is noticeable that almost invariably the advertisements calling for specifications are inserted so late or fix so early a date for the receipt of tenders that it is almost impossible for a firm which has its headquarters in the United Kingdom to make a bid even if so disposed. Of course, a few—a very few—firms are represented in Canada by men who have the ability and the authority to make tenders without more than a cable reference to their principals.

It is inevitable that in the cases of Dominion or Provincial Government and municipal contracts preference and exceptional opportunities will almost invariably be given to the Canadian manufacturer or tenderer; but for some years to come there will be much in the way of machinery needed even by Canadian manufacturers themselves which must be imported, and in such cases it seems only fair to ask that the manufactturer in the United Kingdom should be given the time necessary to enable him to prepare carefully specifications which are to compete with an American manufacturer.

SUCCESS OF A BRITISH ENGINEER.

Referring to the opening of the first pair of tubes under the Hudson River at New York, a correspondent of the *Times* says:—"It has remained for an Englishman, Mr. Charles M. Jacobs, the Chief Engineer of the Hudson and Manhattan Railway, to succeed in inaugurating the successful completion of an undertaking begun thirty-four years ago and twice abandoned through lack of capital and engineering difficulties."

CUTLERY ORDERS FROM CANADA.

Among the British manufacturers who have been reaping benefit from the prevalency of inquiries from the Dominion are Messrs Allen and Darwin, who, at their works in Arundel Street, Sheffield, have turned out three substantial orders for large firms in Toronto. These have not been confined to ordinary cutlery, but include fancy silver plate and sets of scissors. Trade at present is not so brisk, a fact which is attributed to the slight rise in prices due to the abnormally high rate of raw material.

Mr. James Lees, of the Willow Mills, Oldham, is turning his attention to the Canadian market, and users of white cotton flocks, mill puffs, engine waste, etc., are invited to ask for quotations.

Messrs. Connolly Bros., Limited, of Blackley, Manchester, are doing a big business in insulated wires and cables. Recent foreign orders include large contracts for Japan.

Major Murphy, a member of the Ontario Legislature, speaking in the House recently, stated that there would be a market for 80,000 freight cars in Canada during the next three years.

The Society of Motor-car Manufacturers in England reserved space at the third annual automobile and sportsmen's exhibition, which is now open in Toronto.

WATER POWER IN CANADA.

Huge Station at Fort Frances, Ont.

Among the new towns that are coming into prominence in West Ontario—largely as the result of the Canadian Northern Railway line that connects Winnipeg with Port Arthur, and along which a quantity of the wheat grown in the west will be hauled to the Great Lakes—is Fort Frances. The town aspires to become a manufacturing centre, and it is undeniable that it possesses many resources that will help to realise its ambition. In the first place, the town is only two hundred miles east of Winnipeg, which will mean that its manufacturers will enjoy a great advantage in the matter of freight rates to the West over those of the more eastern cities and towns. Then, again, it is situated in a country which possesses valuable pine limits, and it is in the making of lumber goods that Fort Frances hopes to excel Already indeed the biggest Canadian raw mills outside British Columbia exist in the district. Another feature is the possibility of the country around containing minerals, and hopes in this direction are upheld by the fact that the same geological conditions exist as those found in the neighbourhood of the Atikokan Range, some hundred miles east of Fort Frances, from which the Atikokan Iron Company, of Port Arthur, obtains huge supplies of ore.

Finally, the town possesses water power that can be developed to an enormous extent. It is situated at the junction of the Rainy River (so called from a corruption of the French word, "Reine," signifying Queen, which was given to the huge river by an early French explorer) and Rainy Lake. The river is a broad swift-flowing stream, and it is from its rushing waters that the Canadian Northern Railway is seeking to obtain the energy that will provide power for the future factories of Fort Frances. As will be seen from the illustrations given on page 384 the work is rapidly progressing, and before long the Rainy River town will be among the best equipped, as far as water power is concerned, in Canada. The project at present in hand will cost $3,000,000.

THE VALUE OF ADVERTISING.

"It is very true," says *Industrial Canada*, "that the greatest preference ever conceived will not of itself build up a trade. It takes work, and good, hard, conscientious work, to introduce any product on a new market. A striking illustration of the relative values of work and preference in building up trade is to be found in the volume of business done in Canada by English and United States firms. Canada gives England a preference of 33⅓ per cent. in this market, and the Englishman wonders why trade does not pour into him in consequence. The United States manufacturer pays the full duty and goes on increasing the volume of the business he does with us. The Englishman cannot understand this, and complains that the preference is no great thing after all. The explanation is simple. The American works, the Englishman does not. The American comes after the trade, and spends large sums of money advertising his products in Canada. The Canadian knows what the American has for sale, and the reason why he should purchase it. Of English products he knows nothing, for he has not been told anything. If the Englishman worked as the American works he would soon find that the preference counted. Until he wakes up to the importance of work the preference will do him little good, and the American will continue to find in Canada his best customer."

A BRITISH ENGINEER ON CANADA.

In a lecture delivered at Birmingham, Mr. W. Rowley, mining engineer, of Leeds, gave his impressions of a visit to Canada paid with the British Institute of Civil Engineers. He was, he said, much impressed with the greatness of Canada and the possibilities of its future. With reference to the iron and steel trades, he was much struck by the great use that was made of labour-saving appliances. Electrical power was more extensively used, more developed, and much cheaper than in England, and was in almost universal employment for the purposes of commercial, industrial, and private life. Canada and the United States had realised the necessity of educating engineers by a thoroughly scientific training at the Universities. With few exceptions, the present mining and civil engineers of eminence and the younger men coming on had all graduated in engineering.

Messrs. Vickers, Sons, and Maxim, Limited, have installed at their works at Barrow-in-Furness a heavy plate-edge planing machine capable of dealing with nickel steel plates up to 30ft. long and 2in. thick, made by Messrs. Smith Bros. and Co., of Glasgow. It cuts the full thickness of the plate, at one operation of the machine, in both directions.

Messrs. Heenan and Froude, of Manchester, who supplied the incinerator plant at Vancouver, have lately received a contract for no fewer than 45 ventilating fans for the British Admiralty. Last year this firm secured no less than 75 per cent. of the whole of the orders placed for refuse destructors, and during the current year their tenders for the following places have been accepted—Rotherham, Wallasey, Dorking, and Havre (France).

"The problem of cultivating electrical trade with Canada is well worthy of the consideration of British manufacturing firms," says *The Electrician*, in an article in which that journal makes further comments upon Mr. Grigg's report upon trade conditions in the Dominion.

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GLOVERS' ELECTRIC CABLES

ARE WORKING ALL OVER THE WORLD.

SPECIALITIES.

Power Mains.

Glovers' have executed hundreds of main laying contracts, three of which (Johannesburg, Salford and Manchester) together amounted to approximately 2½ million dollars.

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Glovers' have had exceptional experience with Mining Work, and have amply provided against the special conditions of wear and tear and chemical action to be met with.

Awkward-Conditions-Resisting Cables.

Glovers' protect their cables according to special requirements against the effects of heat, damp, acid, fumes and mechanical damage to be met with in factories, mines and chemical works.

CABLES Insulated with Paper, Vulcanised Bitumen or Rubber for any Working Pressure.

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THE GEORGIAN BAY CANAL PROJECT.

How it would benefit Montreal.

Senator Casgrain, speaking in the Dominion Upper House of the advantages that would be obtained from the construction of the Georgian Bay Canal, made especial reference to the effect of the canal upon Montreal.

"The route by the Riviere des Prairies, or what we call the Back River, which is a branch of the Ottawa, would, in my opinion, be the preferable route" (he said). "It is proposed to bring it to the level of the Lake of Two Mountains, and maintain that level to a point about a thousand yards east of where St. Denis Street strikes the shore of the Back River. There then would be a fall of thirty-five feet, creating an effective water power of 60,000 horse-power at that point. It was also proposed to have another lock at Bout de l'Ile, which would be at the end of this Ottawa watercourse and where there would be a lift of 24 feet, giving also a water power of some 40,000 horse-power.

"This would mean 100,000 horse-power available within almost a mile of the city of Montreal. This 100,000 horse-power could be farmed out, and people would gladly pay $10 a year, horse-power running for twenty-four hours a day, which would make no less a revenue than $1,000,000 yearly from the power generated at these two dams. From Shawinigan Falls 16,000 horse-power is brought to Montreal, a distance of eighty miles, and the price paid by the Montreal Light, Heat, and Power Company is $15 per horse-power, or $240,000 a year to that one company. I may say that the Shawinigan Power Company also sell power to such an extent that their annual statement of revenue last year was very nearly $650,000, and for the current year it will be over $700,000.

"The Ottawa and Georgian Bay Canal construction would develop 100,000 horse-power within one mile of the present limits of the city of Montreal, and even if the Georgian Bay Canal were never built, I would strongly advocate the development of these powers. It would be a revelation to people living all their lives in Montreal to see that a dam across the Back River would develop at that point 60,000 horse-power. That is about one-fourth, or 25 per cent. of the horse-power required for all the lighting, heating and street car traction power in the metropolis of Canada.

"Even if no canal is built, it would be a great advantage to have those two magnificent sheets of water. The water back of the Island of Montreal would be dammed at Bout de l'Ile, and there would be a lift of twenty-four feet there. I may say that the intention is to make it 30 feet on the mitre sill of the entrance of that lock, in order that ocean vessels might come up to the second dam, and for all that distance of twelve miles in length you would have a depth of 30 feet. Therefore not only would Montreal have its present harbour, but you would have at the back of the city of Montreal an immense dockage space, which would give splendid shipping facilities.

"The working classes could leave Montreal and in twenty or twenty-five minutes be on the shores of magnificent sheets of water for a five-cent fare. Think of the magnificent park that would be erected where people could go to breathe the fresh air. Think of the countless yachts, boats and skiffs that would ply on the lakes; and what an ideal residential city it would make of Montreal. Even if the Georgian Bay Canal project should be abandoned, if it were possible to build this dam it would be a great boon to the Island of Montreal generally and particularly to the working classes of that city. Why, Montreal would have a million population in a short time."

BRITISH GOODS AT CANADIAN EXHIBITIONS.

Perhaps no country in the world is more thoroughly alive to the value of industrial and agricultural exhibitions than Canada. Every municipality throughout the country holds, at any rate, its annual "show," and in the larger centres this "show" assumes imposing proportions. The good effects of this system are undoubtedly felt very widely, and new ideas and methods are the more rapidly disseminated, as in almost every instance delegates from the small local societies visit the larger exhibitions held at the greater centres of their province or district.

The importance to the whole western country of the industrial exhibition, to be held at Winnipeg next July, can thus scarcely be over-rated, and as the prosperity of the western provinces must depend so largely on the success of the farming industry it is to be noted with pleasure that great attention is to be paid to mechanical means for lessening the cost of cultivating large acreages. In this connection the competition which will be held for light agricultural motors is of the first importance, and as the market for these motors in Manitoba, Saskatchewan, and Alberta will inevitably be of great value, it is to be hoped that in the competition, which is open to the world, British engineers will be well represented.

We understand, with great pleasure, that several large British firms are arranging to compete, and we trust that many more will do so, as, apart from our natural desire for the improvement and increase of trade between the Mother-country and the Dominion, everything that tends to make the exhibition itself more interesting and useful directly increases the welfare of the whole country.

LARGEST BUCKET DREDGE AFLOAT.

Messrs. Lobnitz and Co., Ltd., Renfrew, recently launched a hopper bucket dredger for the Suez Canal Company, which is stated to be the largest bucket dredger afloat. Her dimensions are as follows:—Length on deck, 305 ft.; breadth moulded, 47 ft.; depth moulded, 20 ft. 2 in.; with poop and raised forecastle. The dredging depth is 15 mètres, and the three-crank dredging engine is placed on the framing, direct geared to the top tumbler by powerful machine-cut gearing. The auxiliary gear is mainly hydraulic. Steam is generated by three large single-ended boilers. The vessel is fitted with steel deck sheathed throughout with teak.

MORE BRITISH MACHINERY IN USE.

(From a Montreal Correspondent.)

Interviews with the representatives and agents of several British manufacturers of machinery who have been devoting more attention to the Canadian market justify the statement that there is an increasing disposition to place in the United Kingdom orders which have hitherto gone to the United States. During the last couple of years there have been greater opportunities for British agents in Canada to show prospective purchasers engines and machines actually at work, to prove them to have splendidly stood the test of time, and to show their efficiency in workmanship, endurance, and output. In short, British products are advertising themselves and inviting comparisons on the spot, a state of things impossible when the imported article was almost invariably American. Other factors in the improving situation are the greater interest which leading British firms are taking in studying the special requirements of the Canadian user, and the presence of representatives who have practical knowledge of the details of construction and erection, and keep themselves well in touch with what their foreign competitor is doing. To the improved character of the catalogues and advertising literature circulated and the greater encouragement given to agents to push British goods I have previously drawn attention in the columns of *Canada*.

At the moment we are still suffering from the results of the recent depression in trade and the tightness of money. This period of comparative inactivity is, however, being taken advantage of to devote careful attention to the consideration of improvements which can be made in existing plants and to the saving in time and labour likely to be effected by the introduction of the latest types of machinery made by firms whose names are a guarantee for the workmanship and long life—plus absence of expensive repairs—of their manufactures. This question of endurance, without frequent shutting down for repairs, is an especially vital one in Canada, where, as yet, the centres where efficient repair shops exist are few and far between. In the west, particularly, many types of machinery are coming into use hundreds of miles distant from the few large cities and towns which exist. In this connection we may quote the opinion expressed by Dr. A. Shadwell in his special article on "Machine Tools" in the *Times*, in which he says: "A point in favour of the British manufacturer has been curiously brought out by the application of high-speed steel. The increased pace puts a corresponding strain on the machine, and the effect has been to emphasise the characteristic defect of American machinery, in which strength is sacrificed to lightness. It is not so apparent in working the softer qualities of metal commonly used in the United States, but when hard steel is dealt with the stronger-built British machines have a marked advantage; so that an 8in. British lathe, for instance, will do the work of a 10in. American one. In short, the old merit of thoroughness has once more vindicated itself through the development of this great novelty, and has enabled British makers to turn the tables on their rivals to whom they owe the innovation. It cannot be denied that in general they turn out better stuff, and it may be maintained, with considerable confidence, that at the present time their machine tools are more practical and efficient and in many cases more modern, as well as cheaper, than the American ones."

Speaking in Montreal recently, Sir William Van Horne dwelt upon the great importance of the Canadian manufacturer or user ceasing to purchase second-hand or inferior machinery, and installing the very best and most endurable which could be obtained. The greater original outlay must inevitably prove the most profitable investment. It is the growing appreciation of these facts which is contributing to the advantage of the British manufacturer.

In the matter of deliveries, there is not now much to choose between the British and United States importers for large machinery. It is becoming of increasing importance for the English firm to keep certain machinery parts in stock at depôts in such important centres as Montreal, Toronto, Winnipeg, and Vancouver. His United States competitor usually still enjoys the advantage of being more readily accessible in cases of emergency.

A DISPUTED BOILER CONTRACT.

British Firm Interested.

The Toronto City Council has overruled the recommendation of the Board of Control and of the City Engineer, Mr. Rust, in the matter of the contract for a new pumping-engine. The Board of Control recommended the acceptance of the offer of a firm of manufacturers' agents at $147,530, for the 15,000,000 gallon engine, and $52,700 for the 6,000,000 gallon engine, with Babcock and Wilcox boilers.

The Council gave the contract for both boilers to the local manufacturers of the Heine boiler by a vote of 15 to 6. Alderman Church, who moved the amendment, stating that this would mean an expenditure of $30,000 in Toronto instead of in Scotland. In alluding to the matter the *Toronto Star* says:—"It is not easy to justify the action of the City Council in rejecting the report of the Board of Control in regard to the tenders for the new 15,000,000 gallon pumping engine. It is right to encourage home industry, as far as this can be done on safe lines and in accordance with sound principles, but it is utterly wrong for aldermen to reject, on technical questions, the advice of men accepted as experts, and to follow their own personal preferences. The action of the Council deserves emphatic condemnation. It establishes a precedent that, if followed, may some day result in serious disaster to the public interests, which in this case have been disregarded for a sentiment that, however commendable in itself, is mischievous and dangerous when carried as far as it was last Monday."

An action is pending upon the ground that the city has accepted a tender which was never advertised, and that the action of the Council is altogether against public policy.

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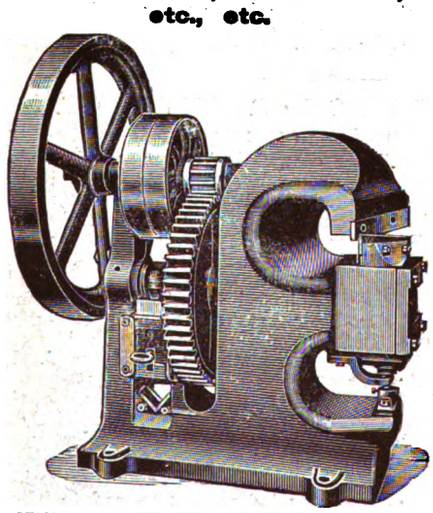
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SINGLE-ENDED PUNCHING AND SHEARING MACHINE, with Angle Iron Cutter.

Comprising Punching and Shearing Machines, Single and Double Ended.

Angle Iron Shears.

Multiple Punching Machines.

Plate and Scrap Shearing Machines.

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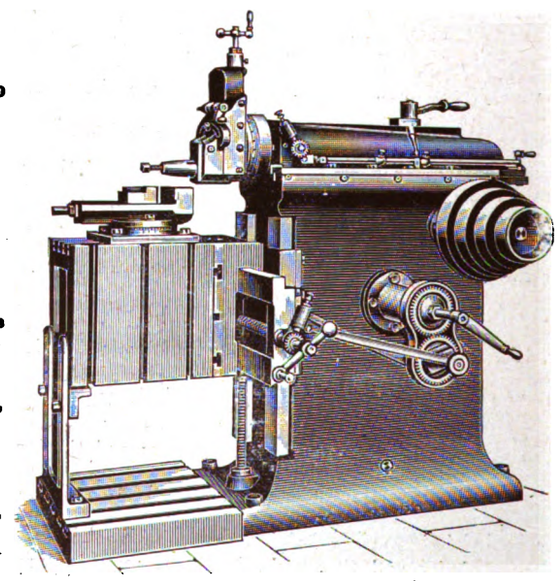
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Large Stock Ready for Prompt Shipment.

No. 152 Catalogue, Sections Now Ready.
(1) Lathes,
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SHAPERS With Stationary or Traversing Heads and One or Two Tables



Engraving of 18 in. stroke Stationary Head Shaper.

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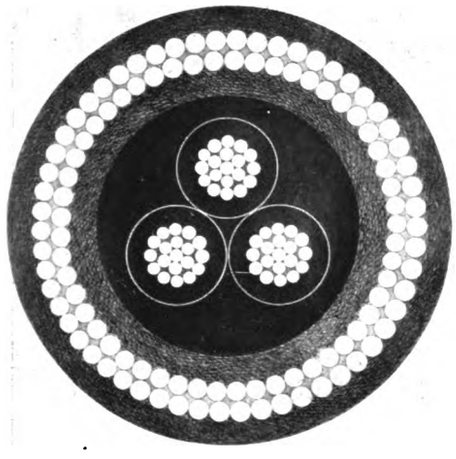
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Electric Cable Making.

MESSRS. W. T. GLOVER & CO.'S WORKS AT MANCHESTER.

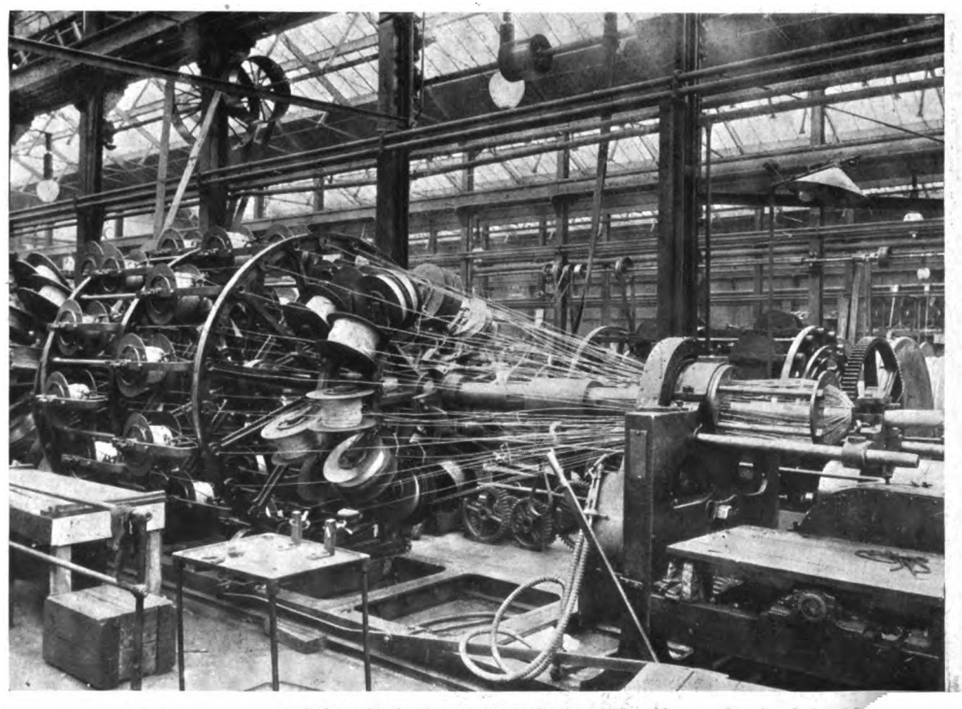
THE making of electric cables is a comparatively new industry, which has grown with the rise of electrical engineering into a very important branch of English industry. The principle of all electric cables is the same—namely, the use of a central core of metal to conduct the electric current with as little resistance as possible, covered with several layers of other materials, which possess a high resistance to the electric current. The core or conductor is almost invariably made of copper, while the envelope in which it is embedded may be made of rubber, bitumen, or other material, which has a sufficiently high resistance to prevent the escape of current into the earth when the cable is laid. Cables are made by several firms in this country, but the firm of Messrs. W. T. Glover and Co. was among the first to engage in it. It was established in 1868 by Mr. W. T. Glover. Mr. Edmonds was taken into partnership in 186-, and on Mr. Glover's death in 1893 the firm was carried on by Mr. Edmonds, who afterwards took into partnership Mr. Samuelson. In 1897 it was turned into a limited company and shortly after that date it was found necessary to build the present extensive works in Trafford Park, Manchester.



A SECTION OF SOLID BITUMEN CABLE MADE BY MESSRS. W. T. GLOVER AND CO.

During a visit to Messrs. Glover's works one is constantly impressed by the evidences of order and method prevailing everywhere. Cable-making is not an industry which lends itself to standardisation, for cables are invariably made each with a view to its own application—that is to say, cables for municipal work are not made the same as those for colliery work, and cables for colliery work differ materially from those intended for ordinary factory work. Similarly, cables which are intended to be protected by conduits are made differently from those which are laid in the bare earth. It is just such highly-specialised industries as these that are apt, as they extend, to fall into a disorderly condition, with a very detrimental effect on the progress of the firm. This is not, however, the case with Messrs. Glover and Co. Mr. Claremont, the managing director, has built up a system for both works and offices which is second to none in the country. The progress of a cable through the works is followed in a system of cards, so that at any time the exact stage which has been reached in its manufacture can be ascertained without reference to the works. By a singularly complete system of charts posted on the walls of his room the managing director has before him for reference a complete record of every important process or transaction which takes place in the business. These charts form a sort of graphic analysis of the business of the firm, such as is from time to time undertaken by most business houses.

Visiting through the works at Trafford Park, the first process one sees is that of drawing the copper wire. The copper arrives in the form of wire about ¼ in. thick, and is then drawn through a number of dies, which reduce its diameter to the form required. These drawing machines are similar to those used in the ordinary wireworks, but Messrs. Glover are building some new machines on an improved principle, whereby a great deal of space will be saved and the work done much more cheaply. After the copper is drawn to the required thickness it may either go direct into the cable department or may be sent to be covered with a coating of tin. The object of the tinning process is to prevent any risk of deterioration in the copper, when it is afterwards covered with an insulating material. The rubber and bitumen, both of which are used as insulators, contain sulphur; and, needless to say, that unless the copper is protected, chemical action would be set up between the sulphur and the copper, which would result in a speedy destruction of the metal. This tinning process has to be carried out with the utmost care. The slightest defect would be sufficient to start the process of deterioration. It is one of the difficulties of cable work that the cable must be absolutely perfect throughout its length, as the electric current which is afterwards to pass through it is quite sure to find out the slightest flaw. The wire is first cleaned by passing it through hydrochloric acid, after which it goes through a bath of chloride of tin, which is called the pickling process, and then through a bath of molten metallic tin. The tinning process is not necessary where the cable is afterwards to be covered by paper insulation. Insulating paper has no effect on copper, though, of course, it has weaknesses of its own which must be carefully guarded against. The tinned wire is afterwards spun on a stranding machine into cables of various thicknesses, according to the work they have to do. Throughout all these operations the wire has to be carefully protected from any rubbing against metallic surfaces such as would tend to strip the tinned coating. The leads in the stranding machines must be "bushed" with raw hide in order to prevent any danger from this cause. For ordinary inside wiring the tinned wire is first of all coated with a layer of pure rubber, which is wound spirally on to the wire in special machines. Over the layer of pure rubber the cable is covered with a rubber compound, which is laid not spirally, but longitudinally, and is then passed into the vulcanising pans. In these pans it remains for some hours at a high temperature in an atmosphere of dry steam. By this means the rubber compound is vulcanised in the ordinary way, and forms a continuous rubber tube round the cable, which both protects the metal and insulates it when a current is passing through it. The next process is the braiding, which is done by special machinery, and puts a further covering of woven cotton over the rubber. The final process consists in covering the cotton with a solution of bitumen to protect it from the weather and atmospheric influences. The cables that are intended for outside work, particularly for high-tension power work, are built up even more elaborately. They are usually covered with paper as an insulating material. The insulating compound is a special mixture of Messrs. Glover's containing, amongst other things, oil and resin. The impregnation of the paper is carried out in a separate building, owing to the danger from fire. In the largest cables the copper conductors resemble huge ropes, consisting of many strands of copper wire wound round together. In order that the form may be as nearly circular as possible, the ropes are pressed into triangular form before being wound together. Each separate one is then wrapped with impregnated paper, which is called Diatrine insulating paper. This method of using paper for insulating is comparatively recent, and for a long time Messrs. Glover were unable to obtain a quality of paper sufficiently free from impurities to serve for that purpose. The paper-makers could not be brought to understand that the paper must be chemically free from impurities for this work. This difficulty, however, has been overcome, and paper can now be used without danger. Each of the copper conductors is wound spirally with Diatrine, and afterwards the three together are covered with many layers of the same material. The cable is now near completion, and there remains the work of putting it in a final casing of lead. This operation is carried on in an hydraulic press. The paper-covered cable enters the press at the back, and is pressed out at the front with a complete sheeting of lead round it. The lead which is contained in the press is not quite fluid, but is in a plastic



A CABLE-ARMOURING MACHINE AT WORK.

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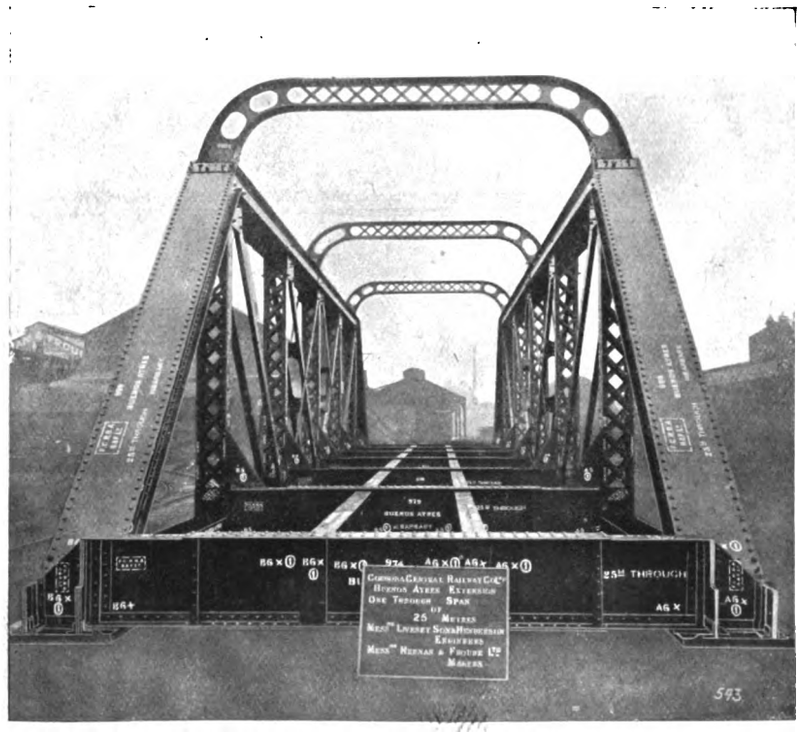
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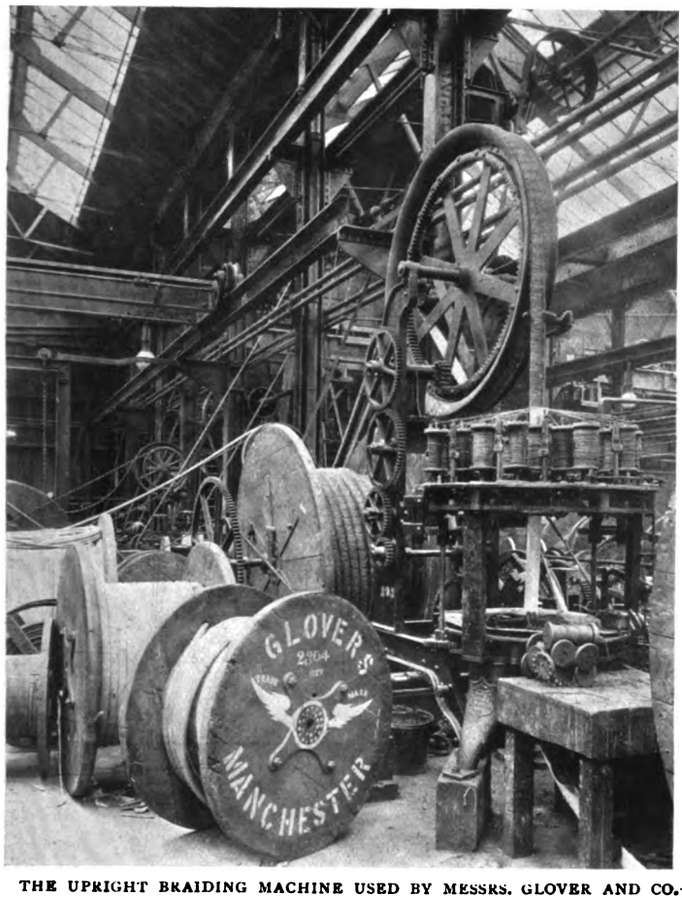
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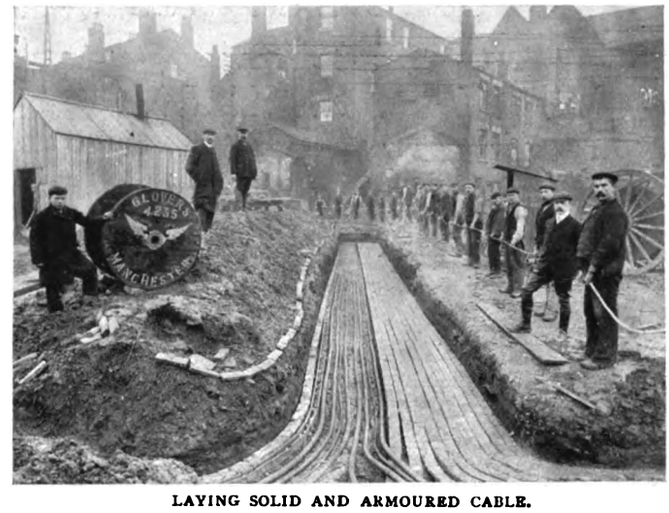
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condition, and is forced out by means of enormous hydraulic pressure from a copper-covered ram, which rises up into the body of the press. It is characteristic of the thoroughness with which everything is done in Messrs. Glovers' works that the expert who examines the lead casing as it comes from the press has a mirror in front of him by which he can see both sides of the cable as it issues from the press. Not content with this examination, the whole cable is lowered into a tank of water and subjected to a pressure of 100lb. to the square inch. This is to ensure that the cable is absolutely watertight, for whereas Diatrine paper is an admirable insulating material, it is necessary to make sure that no water can find its way through to it. It is needless to add that the water test to which Messrs. Glover subject their cable before sending out is very much more severe than any test it is likely to undergo in actual use, and it must be remembered that should the water find the slightest entry to the paper during the test the whole cable would have to be stripped and remade. Where cables are intended to be laid directly into the earth and not protected by troughing in any way, the lead is further covered with jute braiding, and soaked in a solution of bitumen. For some kinds of electric work wrought-iron bands are substituted for the jute, and this supplies protection enough for almost any purpose. Messrs. Glover have made a speciality of cables for colliery work, and for this bitumen is used for insulating material instead of either paper or rubber. A thick coating of bitumen is squeezed over the tin-coated copper in much the same way as the lead is squeezed over the paper-covered wires. All these bitumen-covered cables are then wound into one round the shaped core of bitumen which fills the central space. They are then sheathed over with a solid tube of bitumen, which is ribbed internally so as to fit exactly the interstices between the cores. This special construction avoids the use of fibrous material in the body of the cable, and therefore gives higher insulation and greater dielectric strength. The bitumen-covered cables are particularly suitable for colliery work because of their great impenetrability to pit water, and, consequently, great reliability in wet stations, such as are likely to arise in colliery work.

It has always been part of the policy of Messrs. Glover to make their works as far as possible self-contained. For this reason they have erected a separate department for the manufacture of rubber. In this department, which forms a complete rubber factory, there are machines of the latest design for the making and working of the rubber required in cable-making.



THE UPRIGHT BRAIDING MACHINE USED BY MESSRS. GLOVER AND CO.



LAYING SOLID AND ARMOURED CABLE.

THE CHEAPNESS OF WATER POWER.

If water power is immediately available in sufficient quantity for the use of the factory (says a writer in *The Engineering Magazine*) it is almost always the cheapest form of power to use. By this is meant water power directly convertible into power for operation of machinery—not water power used to drive electrical machinery from a distance, perhaps, of fifty miles. In plants where water wheels can be obtained to develop the power in the mill, the cost is practically limited to the investment charges, the cost of oil and repairs forming a very small fraction of the operating cost. I have figures from a number of water power plants varying in size from a few hundred horse power up to several thousand, and the repairs on these plants are extremely small. On one 600 horse-power plant the labour for engineers and switchboard attendant amounted to $1,220 a year, the cost of oil being less than $135 a year, and repairs $500 a year. At another plant in the Southern States the cost was $1.24 a year per horse power installed; this included the maintenance of the electric equipment, and the total cost of operation in this latter case was less than $5 per horse power installed per annum. In plants where logs and ice interfere with maintenance of rack and water way the cost of repairs, etc., may run up to $3 per horse power installed, but this is exceptional.

The announcement is made that a large delegation of Canadian school teachers will visit the schools of Great Britain during the present year.

At Eagle, Ontario, recently the Canadian Pacific Railway express No. 96, eastbound, pitched into a standing freight which was taking water. Three coaches left the rails and rolled down a twenty-foot embankment. Between fifteen and twenty passengers are stated to have been slightly injured.

Official statistics show a rapid growth in the exportation of mica from Canada. In the fiscal year 1896 the shipments were 558,419 pounds, valued at $55,627: in 1906, 1,329,634 pounds, worth $335,591: and in 1907, 1,732,903 pounds, valued at $632,560. The United States took last year nearly 90 per cent., most of the balance coming to Great Britain.

AN INTERESTING RECORD.

Messrs. Beyer, Peacock, and Co., Ltd., of Gorton Foundry, Manchester, the firm which is about to erect a branch foundry near Montreal, has just issued an interesting pamphlet in commemoration of the 5,000th locomotive built at the Gorton Foundry. Some eighty types of locomotives, mostly early engines, built for railways all over the world, are among the illustrations, including such varying designs as a 2-2-2 tender engine built for the Edinburgh and Glasgow Railway in 1856; early Dutch, Norwegian, Russian, Australian, Portuguese, Belgian and Finnish engines; the Webb compound, built for the Pennsylvania in 1888; and a twin-tank built for the Inter-Oceanic Railway in 1889, etc. The first engine built by the firm, a Great Western broad gauge six-wheeled single, is shown by a line drawing. The comparisons with the 1908 types turned out by this celebrated firm are instructive.

The Canadian Government spent $37,000 in entertaining Prince Fushimi and his suite during their progress through the Dominion en route from England.

The Supplementary Estimates of the Hon. W. S. Fielding include an additional $90,000 for the mail service with the United Kingdom, and $3,470 for that with Ontario.

The population of the three Western Provinces in 1906 was, in round figures, 809,000, an increase of nearly 93 per cent. over 1901. Of the present population 70 1-5 per cent. are British or Canadians by birth; 11 1-5 per cent. were born in the United States, and 18½ per cent. are of other foreign birth.

Canada expects to greatly develop its exports of agricultural machinery to France as a result of the new commercial treaty. That there is an undoubted opportunity, considering the disadvantage under which the new tariff will place the United States, is shown from the following figures:—In 1905 France imported agricultural machinery from the United States valued at $2,750,764, and from Canada $359,251: in 1907 the figures grew to $3,586,222 imported from the United States, and $385,770 from Canada. The effect of the new preferential tariff will be watched with interest, and is likely to influence the further tariff revisions which the Canadian Government contemplates making with Germany and other countries.

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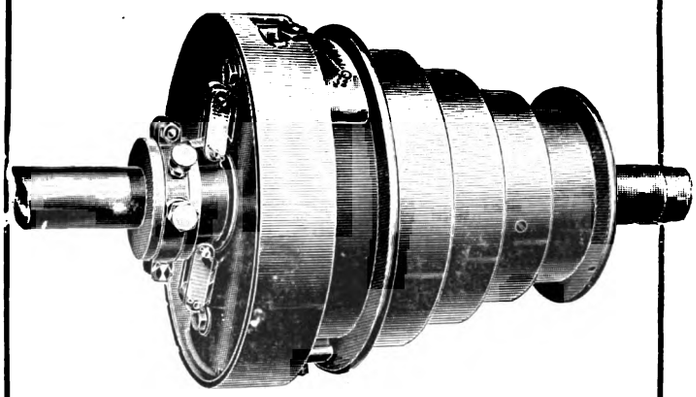
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NOTES ON BRITISH MACHINERY.

(From our own Correspondents.)

Rail and Tramway "Lay-Outs."

The special rail and tramway "lay-outs" and track work that are constantly sent abroad by large Sheffield firms carry the name and reputation of the city's steel into every part of the world. Canadians have already become used to Edgar Allen's street car rails, and its special cast manganese steel. Recently, upon the completion of a huge tramway "lay-out" for the Newcastle-on-Tyne Corporation, Messrs. Edgar Allen and Co. conducted a party over their Imperial Steel Works at Tinsley, where a vast quantity of work that the firm have in hand for Canada, New Zealand, Japan, and other countries, was inspected. Something quite unique was seen in a set of cast manganese steel railway rails which had been produced for the Hudson River Tunnel Co. Railway rails made of this special steel are a novelty, for hitherto this steel has only been used for tramway purposes, being non-magnetic and therefore offering very high resistance to electric influence. The fact was pointed out to the visitors that the rails were made of steel of quite unmachinable toughness, and were therefore practically indestructible.

Electric Railway Supplies.

To skilled and scientific organisation, a history of over one hundred years, and good reputation for their productions in most of the foreign and colonial markets, Messrs. Mountain and Gibson, Ltd., owe their position in the forefront of the electric tramway and railway work of the North of England. Recently, one of their directors paid a visit to Canada, to inspect the conditions of trade for their specialities, such as rolling stock for electric tramways and railways, municipal appliances, electric motors, etc., and was agreeably surprised to find that the market in the Dominion offered great opportunities. Preparations are being made to secure a share of the business they consider they can handle, and their lines are likely to become as well known in Canada as they are in Great Britain.

Steel Wire Ropes for Canada.

In no country is there wider scope afforded for trade development than in Canada for steel wire rope manufactures, and it is noticeable that firms specialising in this production in Sheffield are beginning to see the excellent prospects afforded by the "Land of Promise." Messrs. John Shaw, Ltd., at their Soho Street Works, whose Montreal representatives are J. A. Hossack and Co., are deriving substantial benefit from the demand that exists for ropes and cables for mining purposes, and their books show that for many important operations being carried out in various parts of the Dominion, especially where mining work is concerned, the Canadian prefers the British made article to American or German.

Garden and Agricultural Tools.

By adopting improved methods, and replacing some hand processes with machinery, Sheffield has of late years recovered much lost ground in garden and agricultural tools both at home and abroad. Local makers of these articles are devoting much attention to the requirements of Canada. Messrs. Tyzack, Sons, and Turner, Abbeydale Works, Sheffield, who make a speciality of light agricultural tools and agricultural machine parts, have appreciated the demand from the Dominion for plough mould boards, plough coulters and harrow discs.

The Demand for High-Speed Steel.

Among the numerous Sheffield steel firms who do business with Canada, and are alive to the wide scope of trade that is offered in that market, are Messrs. Samuel Osborn and Co., Ltd., Clyde Steel Works. They have some important orders on their books for Canadian customers. They have contracted with various Governments for cast steel, and have recently secured from the British Government the contract for supplying their famous "Mushet" brand high-speed steel for dockyard use. This contract extends over a period of three years.

Another high-speed steel, the outcome of long experiment by leading scientists and chemists, is the "Rayo," possibly the last word in this important speciality. Messrs. B. K. Morton and Co., Ltd., manufacture practically everything from this kind of steel, the result being that they are selling their lines all over the world. In Canada they are doing good business, and in Australia they have large offices.



A STEAM PLOUGH AT WORK IN THE CANADIAN WEST.

Railway Supplies.

Established in 1869 by the late Mr. Richard White, the firm of Messrs. R. White and Sons, manufacturers of steel and iron rails, switches, crossings, lever boxes and aerial wire ropeways, are known far and wide for their specialities and valuable patents, which have much to do with perfecting such things as fishplates, fishbolts, spikes, keys and treenails. Mr. Herbert White, now on a tour to Italy, intends on his return to carefully study the conditions of trade in Canada for their lines, and, as their works are near the coast, the freight inland charges will be practically nil, and should enable them to compete successfully with foreign manufacturers in the Dominion.

Elevators and Cranes.

Elevators seem as indispensable to Canadian life as the tramway and railway systems. The pioneers of this industry are Messrs. Pickerings, Ltd., who have brought out and patented every possible kind of lift during the past 60 years. Their well-known "self-sustaining" lifts comprise hand-lifts, dinner-lifts, power-lifts, hoists and winches, cranes, overhead travellers, and other specialities.

Steel Bridge Construction.

This is the day of steel bridges, and the Tee-Side Bridge and Engineering Works, Ltd., Middlesbrough, has constructed many of the largest steel railway bridges. The firm possesses a highly trained scientific staff, and large and powerful works situate near the riverside. In addition to making steel bridges, they are also specialists in piers, pit-headgears, steel tanks, girders, buckled plates, pressed steel-flooring, stanchions, steel buildings and steel chimneys, now coming into universal vogue in Canada, where they have been represented for many years by the well-known firm of Messrs. Peacock and Sons.

Road-Making Machinery.

We have to go back to the days of the Romans to learn how to make good roads, and in the library of Messrs. W. H. Baxter, Ltd., original inventors and patentees of the well-known patent knapping-motion stone-breakers, are some very extraordinary accounts of road-making in the early history of mankind. The modern stone-breaker will do as much as 100 men, hence the great commercial utility to be found in their use. This firm have developed their machine to such perfection that it is almost human, and, through being constructed on the most approved scientific principles, will last until its commercial value has been saved a hundred times over. To mention some of the points in connection with the breaker, we may name that it has a jointless elevator (the result of over fifty years' continuous study and scientific research) an automatic rejector; the conveyor is also jointless. "Baxter's Stone-Breakers" are to be introduced to the Canadian market.

Self-Locking Safes.

The oldest firm of safe-makers in the world was John Port and Co., now merged into Messrs. J. and J. W. Mallalieu, Ltd., Manchester. The chief point about their new patent improved self-locking safe is that the mere act of closing the door releases the bolts and locks the safe just as securely as in the ordinary way when using keys. It absolutely prevents the possibility of any wax impressions of the keys being taken; the cashier may unlock the safe when required and retain the keys, knowing that all that is necessary to lock the safe securely is to close the door. With the ordinary safe it is quite an easy matter to close the door and then forget to lock the safe. With the improved patented self-locking safe this is impossible, the mechanism being so balanced that the levers cannot fail to act immediately the door is closed.

Loom Manufacturers.

Messrs. Wilson and Longbottom, Ltd., loom manufacturers, Barnsley, are well known as makers of linen looms of all kinds, sacking looms (various widths), sailcloth looms, manilla looms, etc., in connection with which are several valuable patents that have been the means of building up a large business. Probably their finest patent from an engineering standpoint is the automatic self-shutting loom, the patient outcome of long years of scientific experiments. In Canada their lines are favourably known, and an increasing trade is the result.

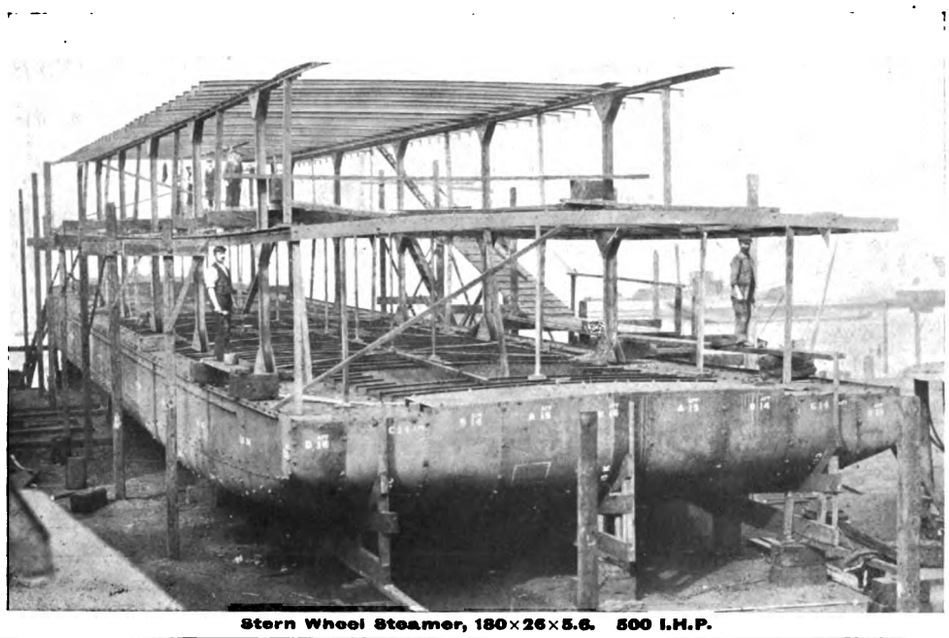
Folding, Counting and Packing Machinery.

In the works of Messrs. Rose Bros., Ltd., are to be seen machines for folding, counting, and packing such commodities as tobacco, blue, blacklead, confectionery, etc. The firm are contractors to all the European Governments and believes a large share of business awaits them in Canada, where time and labour-saving machines are in much demand.

The Green Fuel Economiser.

"Green's Economiser" is favourably known to steam users. For the information of Canadian buyers its advantages may be summarised by stating that this economiser heats the feed water for steam boilers to a higher temperature than is obtained by any other means, thereby saving 15 to 25 per cent. in fuel; it further utilises in a practical way the heat from escaping gases that would otherwise be wasted. The efficiency of boilers is increased through the large additional hea[t]

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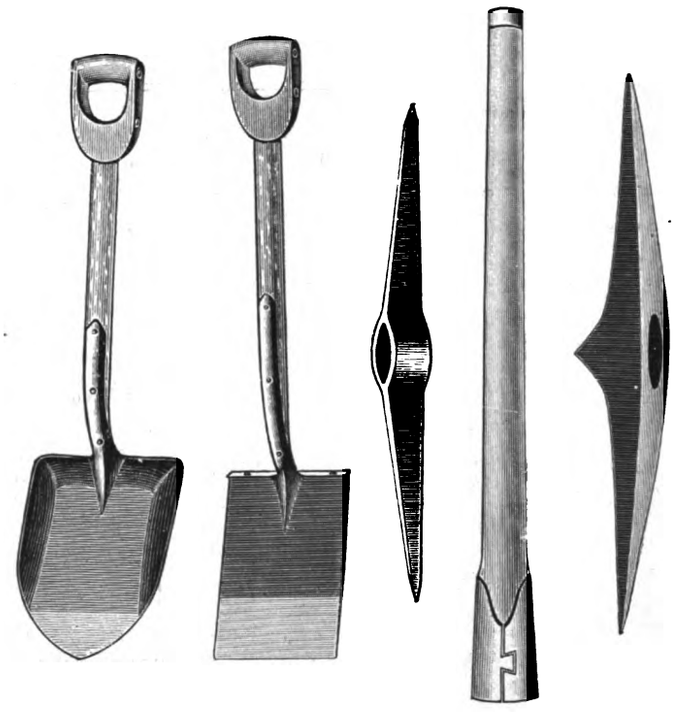
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surface. The economiser also prolongs the life of boilers by the high temperature feed water, preventing expansion and contraction, and, in addition, purifies the feed water by depositing sediment in the apparatus (where it can easily be blown off) as a result of slow circulation and high temperature.

Wood-Working Machinery.

Messrs. W. B. Haigh and Co., Ltd., of Oldham, manufacturers of log and deal frames, circular band and fret-sawing machines, wood-turning lathes, etc., are appointing agents in Canada for pushing the sale of their specialities. Established in the year 1854, being contractors to H.M. Government, they are well equipped for dealing with the demands they are expecting from the Dominion. Recently the managing director of a similar firm visited Canada, with the object of ascertaining the state of the trade, and booked orders from Halifax to Vancouver, B.C. Since his return other orders have been received, and saws, log and deal frames, etc., are being despatched.

Coal Mining Machinery.

Very few mine operators are unacquainted with the productions of the Hardy Patent Pick Company, Ltd., of Sheffield, whose "Hardy Nipper" hammer drill is used in nearly 700 mines situated all over the world. The "Little Hardy" coal-cutter is adopted because holes in the roof, floor, or level can be dealt with in a most satisfactory manner. It is also suitable for holing or shearing, and is the lightest coal-cutter on the market. Ninety-three of these are used by one Canadian company.

Improved Scavenging Appliances.

Messrs. Parkinson and Sweeney, Ancoats, Manchester, have long been known for their patent municipal appliances, and, at a time when strong measures are being adopted to prevent the spread of various diseases brought about through faulty sanitary conditions, the placing upon the market of a strong receptacle—perfectly air-tight—for the removal of town refuse is most opportune. The cover of the sanitary receptacle is rendered air and water-tight by means of an indiarubber tube fixed round the flange of the lid, and is pressed down and secured on the edge of the vessel by ordinary spring bars. In order to reduce the wear of the bottom of the vessel to a minimum, it is protected and held firm by a strong iron hoop, the projecting flange of which supports the bottom, the upper flange being riveted to the bottom. Over 150,000 of these very valuable disease destroying receptacles have been sold, and their use in Canada is expected.

A New Gas-Fired Furnace.

Mr. Albert Senior, of Messrs. George Senior and Sons (Limited), Ponds Forge, Sheffield, and Mr. C. P. Wincott, furnace builder, Sheffield, have invented a new furnace which is arousing considerable interest among metallurgical experts and steel manufacturers. The invention relates to a modern form of regenerative gas-fired converting furnace for the manufacture of blister steel, which should interest the operators of the growing Canadian industry. It is claimed for the new furnace that a uniform heat can be secured; that by means of ingeniously arranged openings the heat can be taken at any point with the pyrometer; that the regenerative principle enables a large amount of heat to be utilised which would otherwise be wasted; that cheap coal can be used for generating gas; and that there will be greater regularity of cementation throughout.

Suction Gas Plants.

The question of cheap power is an important one for Canadian manufacturers, and power by means of gas should on no account be neglected. The National Gas Co., Ltd., of Ashton-under-Lyne, near Manchester, have introduced a suction type of gas plant which is being extensively used all over the United Kingdom, and is not unknown in Canada. The making of the gas in this plant is through the suction caused by the outstroke of the piston, which draws in air through the fire in the gas generator, but before starting the engine this air is supplied through the fire in the generator by a fan or blower. The gas is made by passing a mixture of super-heated steam and air through incandescent fuel in the generator, the fire being made of small anthracite coal or gas coke. The feeding hopper through which the fuel is introduced is on the top of the producer. There is no external fire, and the gas is made entirely by the suction of the engine as quickly as it can be consumed. An important feature of this plant is that it has been designed on the heat regenerative principle. All the air used for making the gas is heated by waste heat from the body of the gas generator; the superheated steam required for making the gas is produced entirely by waste heat; and the fuel which is to be converted into gas is heated in a similar manner before it reaches the combustion zone. In fact, the loss of heat in this plant is reduced entirely to a minimum, and the efficiency is consequently exceptionally high. The engine governs the rate of producing the gas to suit its varying consumption and load. No surplus gas can therefore be made, and as there is a partial vacuum in all parts of the plant, and in the piping whilst the engine is working, there cannot—it is claimed—be any waste or escape of gas.

The National Gas Co., of Ashton-under-Lyne, which possesses a dozen branches in the great cities of the United Kingdom, state that in their National new plant the cost of running is about eighty per cent. less than ordinary town gas at half a crown a thousand feet. This includes fuel, labour, and repairs. Amongst the advantages of the "suction" gas plant are the simple construction, the small space required, the absence of special foundations or builders' work, and the fact that the labour and repairs required are very small. There is no boiler and no gasholder; no smoke and no chimney. The generator needs to be fed with fuel only three or four times a day, and there are few ashes to be removed. After standing over night, or during the meal hours, good gas can be ready in a few minutes. It may be added that the National Gas Engine Co. was organised in 1889 for the purpose of making gas engines on the "Otto" cycle, with several improvements patented by Mr. H. N. Bickerton, and it was formed into a limited company in 1897.

Boring Wells.

In the case of a new, vast, and undeveloped country like Canada, the provision of an adequate water supply is of great importance, and so machinery for boring artesian wells is of importance. In this department of engineering the reputation of Messrs. Charles Chapman and Sons, of Salford, is being gradually built up in the Dominion. The development of the modern method of lining bore holes with iron or steel tubes, sealed at the top, was in a great measure due to the founder of the firm, the late Mr. Charles Chapman, for it was he who first realised and emphasised the value of this method of obtaining water free from surface contamination. In the method employed by Messrs. Chapman for well-boring, the boring tool, or more usually a number of tools, clamped into a boring head, is suspended from an overhead gear, and is alternately raised some short distance mechanically several times per minute, and allowed to fall by gravity, being at the same time rotated slightly for each successive blow. After this has been continued for a period the boring head is withdrawn and by means of a pumping device, or by special tools, the loosened material is withdrawn. When a depth of, say, 12 to 18 ft. has been bored, the first lining tube is forced down, and the boring head dropped within this, continues to operate. A further length being bored, a second lining tube is screwed into the top of the first one and forced down, and so on until water bearing strata has been tapped. Then the head gear is removed, a selected type of pumping plant is fitted, and the installation is complete.

The boring head is the most important item in a well-boring equipment, for upon its sound design and construction depend, firstly, the rate of cutting, and secondly, the accuracy of the bore. It is most essential in well-boring that the hole should be truly circular and as nearly symmetrical round a vertical centre line as possible. Departure from this form leads to great difficulty in lining. Messrs. Charles Chapman, of Liverpool Street, Salford, well-known makers of artisan well machinery, have introduced a patent rotating device so that there should be a circular hole. The mechanism provides a certain means of rotating the tool through a definite angular amount per stroke, and it does so without causing undue wear to the mechanism. The ratchet-teeth and pawls which are employed take the work of rotation and nothing more. They are kept entirely free from the concussive effects of the blow. Throughout the bar all shocks are taken by collars and shoulders turned upon the solid metal, and are not, as in common other gears, transferred through nuts, cotters, or the like. So perfect is the operation of this patent head, when properly manipulated, that there is absolutely no difficulty in boring with the normal degree of accuracy required by most specifications, say within one inch of the vertical per hundred feet depth.

Iron and Steel Bars, etc.

Looking at the mass of huge buildings arrayed against the sky-line at the Manchester Docks, one notices the gigantic warehouse of Messrs. Hall and Pickles, one of the largest firms for iron and steel bars, bright cold rolled and drawn steel bars, plates, sheets, angles, tees, broad flange beams, joists, channels, etc., in the North of England. Their works are situated alongside the dock of the Manchester liners which convey goods direct to Canada. The firm have decided to open up the Canadian market immediately Mr. Hall returns from South Africa, where he has been on account of his health.

Steam Traps, Ovens and Dryers.

The firm of Messrs. Royles, Ltd., manufacturers of calorifiers, steam traps, steam ovens, steam dryers, etc., and patentees of a unique invention for keeping the water of public baths at a certain temperature and free from all deleterious substances, started in a cottage twenty years ago, and in 1901 they erected their present well-known works at a cost of over $250,000. The factory, owing to the severe demands that the increasing trade requires, may have to be considerably enlarged shortly. Canada affords an excellent field for the firm's inventions and, contrary to the general run of things, it is the intention of this firm to appoint agents in Canada for controlling the whole of the business in both Canada and the United States.

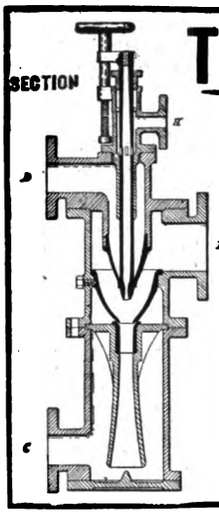
Razors and Cutlery.

The name of Messrs. George Wostenholme and Co., Ltd., is known in the Dominion for the excellence of their razors and cutlery. Quite recently, the managing director, Mr. Paine, paid a visit to Canada and while being shaved on one occasion was surprised to find that the barber was using German razors. On his referring to the fact, the barber retorted that he was using British and not German razors, thus proving what is generally known now, that certain firms had actually been putting German goods upon the Canadian market as British. It is a pleasing fact that Mr. Paine's commercial trip was pre-eminently successful in every possible degree, and throughout the Dominion increased contracts were entered into.

A Useful Agricultural Motor.

The works of Messrs. Marshall, Sons and Co., Ltd., cover 30 acres, and over 4,000 men are employed. Their manufactures are very varied, ranging from horizontal engines of a 1,000 horse-power to threshing, grinding, and sawing machinery. In order to enable them to compete with the U.S. in Canada, a most careful survey has been made on the spot as to the kind of threshing machine imported into Canada by American manufacturers, and within the next two or three weeks a far superior machine, in every possible shape and form, will be sent to Canada, and if successful the business will be prosecuted with the utmost determination. Everything that the States machine does will be done by this product, and a little more in addition. Besides, it will be stronger in every detail and will last nearly three times the life of an American machine. This firm has also manufactured an agricultural oil motor, which can readily be used for driving all kinds of farming machinery, and also for hauling purposes, similar to a traction engine. One of these oil motors has just been sold to a Canadian buyer in Saskatchewan, and other orders will, it is expected, follow. Messrs. Marshall are making extensive preparations for exhibiting a selection of their machinery at the Winnipeg Industrial Exhibition.

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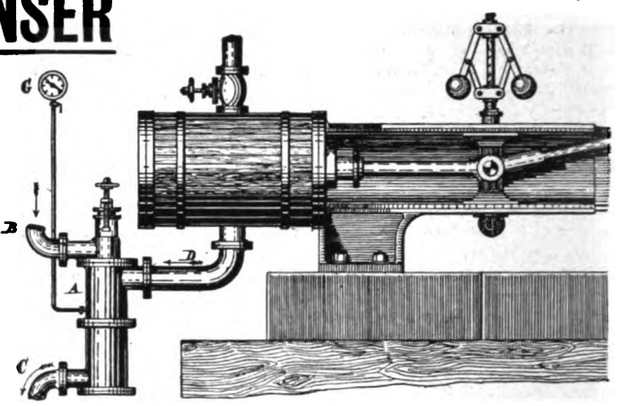
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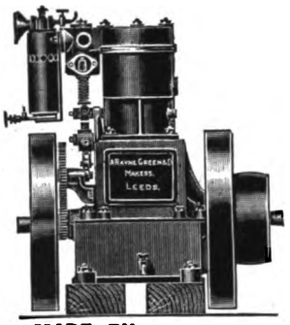


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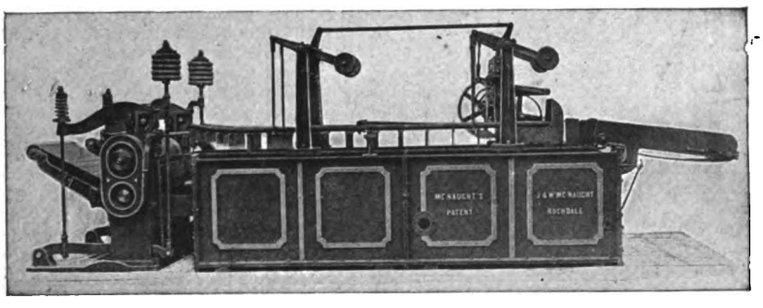
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"POINTERS" FOR THE BRITISH MANUFACTURER.

The Canadian Press has paid general attention to the report on British trade in Canada, made by Mr. Richard Grigg to the Board of Trade. The Toronto *Globe* says:—"With Mr. Grigg himself at Ottawa, or elsewhere, and an active staff at the various centres of the Dominion reporting to him, we feel sure that British trade would soon begin to creep away from its outside rivals."

The *Monetary Times* says:—"Perhaps the pre-eminent lesson to be learned from the report is that a personal visit to the Dominion is of primary importance."

The *Canadian Manufacturer* remarks that the report "cannot fail to be the means of developing trade between the Mother Country and Canada."

The *Montreal Witness* adds the warning that "It would surprise no one in Ottawa if the treaty with Germany, to be drafted next summer, turns out to be of a very comprehensive character. The effect is bound to be to reduce the value of British preference, and it behoves British traders, therefore, to avail themselves to the full of the suggestions which Mr. Grigg has made to the Board of Trade. Now is the time, as this wide-awake observer puts it, for Great Britain to plant her commercial feet down hard on Canadian soil."

The favourable comments as to the usefulness of the report, both to British and Canadian traders are repeated in all the leading journals from Halifax to Winnipeg, Vancouver, and Victoria. Those who desire to read the same in full can obtain the extracts from the *Western Morning News* Printing Co., Plymouth.

LARGE ORDER FOR A BRITISH FIRM.

The Stanton Iron Works Co., Ltd., of Nottingham, have secured the contract for the supply of between three and four thousand tons of cast iron water pipe recently placed by the city of Victoria.

The same firm is supplying the Montreal Light, Heat and Power Co., with all the cast iron gas pipe required by them during the present year.

Mr. W. Beverley Robinson, Board of Trade Building, Montreal, is the Canadian agent of the Stanton Iron Works.

A branch of the Canadian Society of Civil Engineers has been founded in Quebec, with headquarters at Room 40, City Hall. The temporary officers are Mr. E. A. Hoare, C.E., chairman; and Mr. P. E. Parent, district engineer of the Department of Marine and Fisheries, secretary.

A PLEA FOR TARIFF REFORM.

The day is perhaps not far distant, says *Industrial Canada*, when Canadian manufacturers will be enjoying a preference in the British market. Tariff reform is making headway in England. The English people are beginning to question the wisdom of clinging to their policy of free trade, while all the rest of the world maintains a protective tariff wall. Should the time come when Great Britain sees the wisdom of adopting a policy of protection, it is to be expected that Canada and the other colonies will get a preference over foreign countries. This is the policy which the Rt. Hon. Joseph Chamberlain has been fighting for, and it looks at present as if his campaign would bear fruit in the near future. When that day comes the object lesson which the United States is giving us in our own market should prove of value to our manufacturers in exploiting the British market. It should be useful in impressing on them that a preference without work is dead. Already we hear people talking of what a great boom it will give Canada to have a preference in the British market, just as the British manufacturer and merchant thought the Canadian preference was going to boom their trade in this country. They have been sadly disappointed, just as our own manufacturers would be if, like the Englishman, they failed to back the preference up by solid work and good advertising. The Englishman has great opportunities in Canada, but his lack of energy renders them valueless to him, while the American, by his push and enterprise, wins success despite the handicap he has to overcome.

THE MOTOR ON THE FARM.

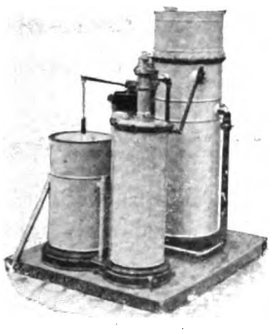
The social effect of the automobile on Canadian and American farm life is, says a writer in *Cassier's Magazine*, as important, in a way, as the business side. Manufacturers of motor-cars adapted to the prairie districts are assiduously cultivating this trade among farmers. Instead of looking upon them as enemies of the automobile and of motor enthusiasts, they realise that they will prove, in the near future, their best patrons. Fancy, high-priced cars are not designed for them, but practical, powerful, and strong machines, which will stand the rough roads of the farming country, are in demand. Where the roads are good the farmer's motor-car is more in evidence than in other regions, but nearly every prosperous section has them, and the demand for better roads begins with the farmer at his home.

Dealing with the same subject, the *Engineering Journal of Canada* says:—"It would take ten teams with a man to each team to plough up as much in a day as a gasoline auto-tractor and two men. Twenty horses would cost as much as the first cost of the engine. The trouble in caring for a machine is considerably less than that of teams, and if the engine is well made, it should last as long as the animals. As farm help is yearly becoming harder to secure, the balance is all in favour of the engine."

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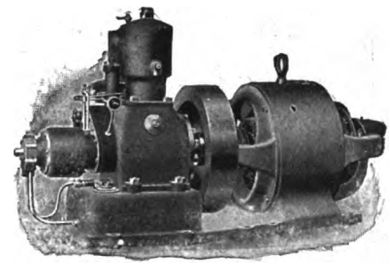
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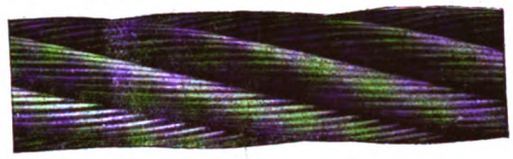
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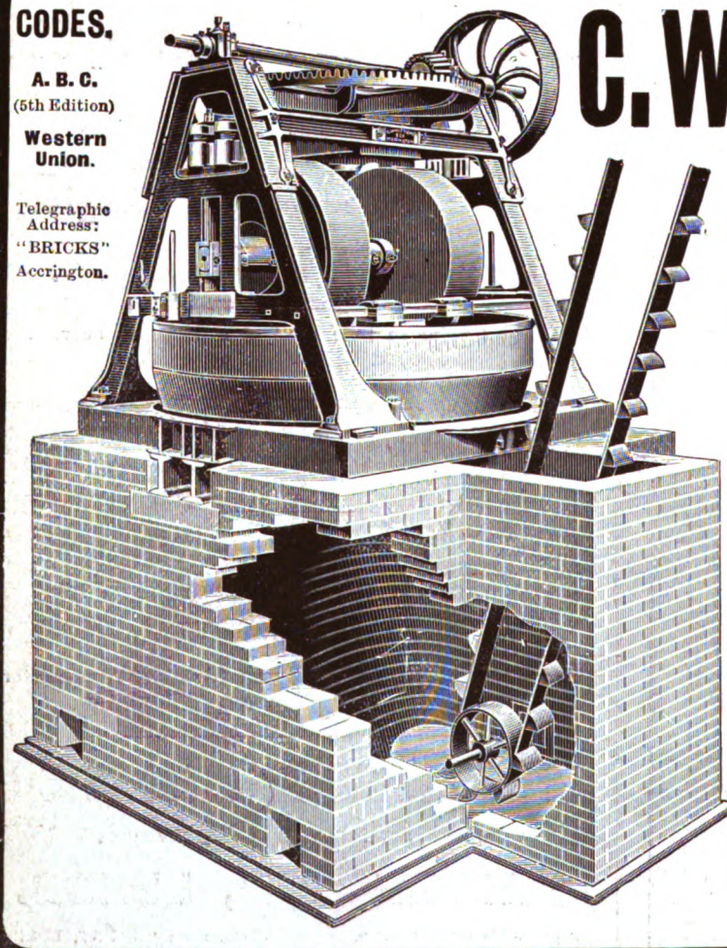
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